Updated Pedestrian Facility Selection Tool

29 May 2018

Austroads

Today’s moderator

Eliz Esteban
Communications Officer
Austroads

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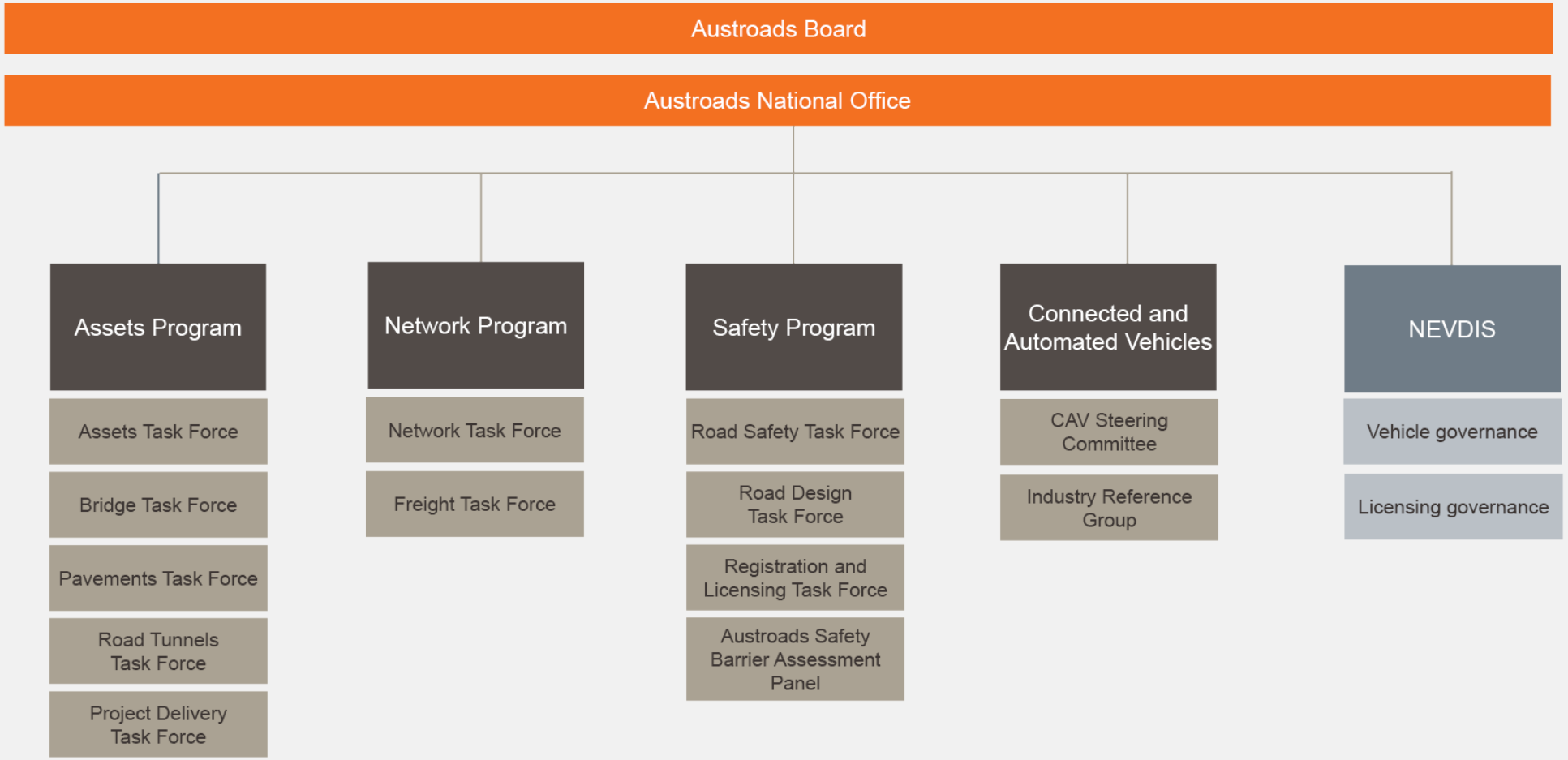
About Austroads

The peak organisation of Australasian road transport and traffic agencies

- Roads and Maritime Services New South Wales
- Roads Corporation Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department of Planning, Transport and Infrastructure South Australia
- Department of State Growth Tasmania
- Department of Transport Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Department of Infrastructure, Regional Development and Cities
- Australian Local Government Association
- New Zealand Transport Agency

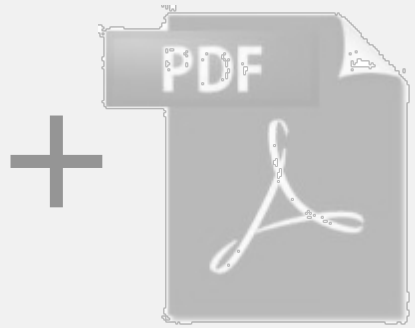
Our structure

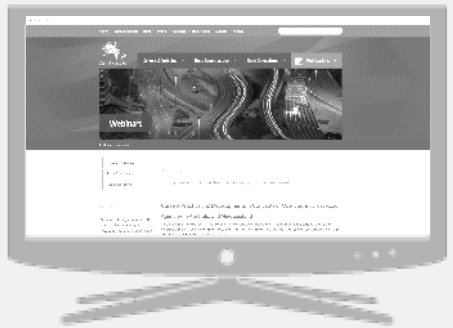


Housekeeping

Presentation = 35 mins

Question time = 15 mins





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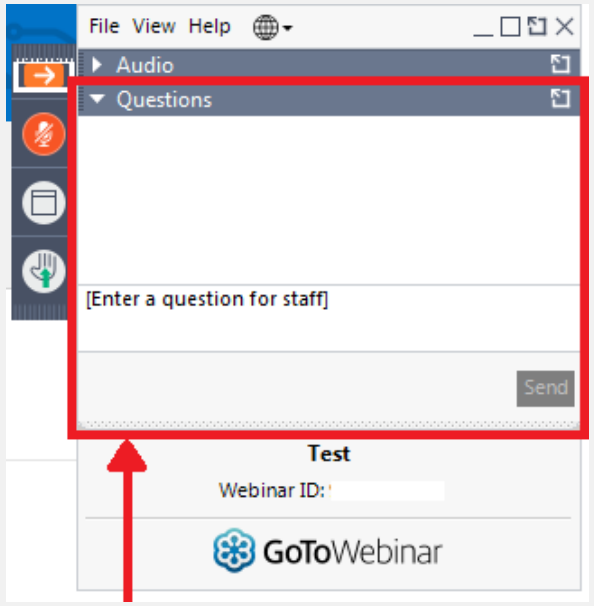
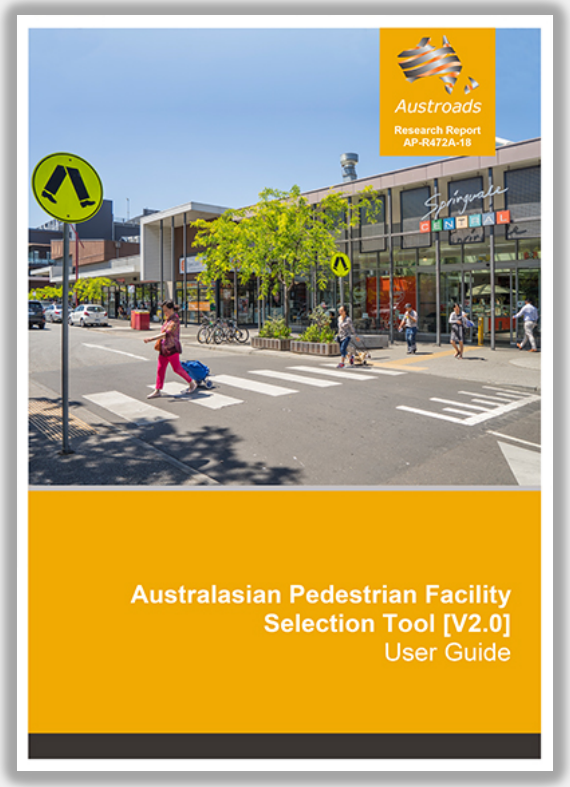


Please type your questions here

Let us know the slide number your question relates to

Austroads User Guide and Tool



Download and access from Austroads website:

http://www.austroads.com.au/road-operations/network-operations/pedestrian-facility-selection-tool

Today’s presenters

Dr Stacy Rendall

Principal Developer and Research Specialist

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Dave Smith

Associate

Abley

P: +64 3 367 9001

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Agenda

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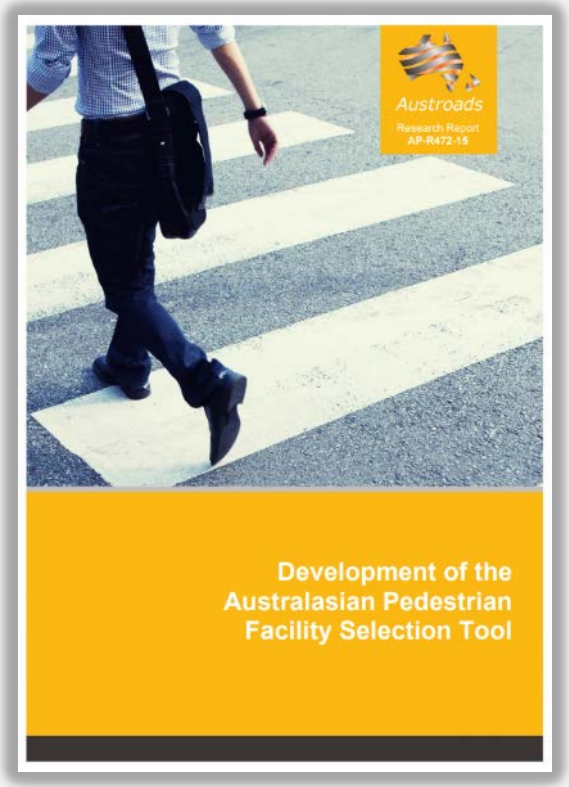
Topic	Presenter
Project Background and Introduction	Dave Smith
Access, Facility Types and Model Structure	Dave Smith
Version 2 Updates	Stacy Rendall
Help, Layout and Usability	Dave Smith
Worked Example	Stacy Rendall
Q&A	Both Presenters

Project Background and Introduction

Dave Smith

Austroads

Research



- Standardised tool
- Assists practitioners in Australia and New Zealand to select the most appropriate crossing facility
- Brings together feasibility criteria and economic assessment procedures
- Includes pedestrian Level of Service assessment

Introduction to team

Project Team

Austroads Network Program Manager

Natalie Lockwood

Project Leader, Abley

Dave Smith

Researcher/Developer, Abley

Stacy Rendall

Review Team

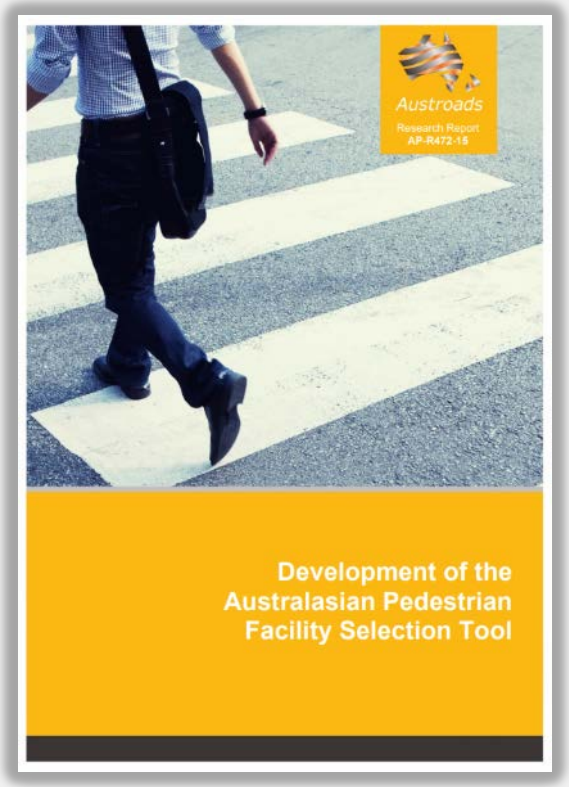
Austroads Project Steering Group

Stakeholders- Road and Traffic Authorities

Austroads Network Task Force

Austroads Board

Research Report



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http://www.austroads.com.au/images/network-management/AP-R472-15_Development_of_the_Australasian_Pedestrian_Facility_Selection_Tool.pdf

Access, Facility Types and Model Structure

Dave Smith

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Pedestrian Facility Selection Tool - Austroads
www.austroads.com.au/road-operations/network.../pedestrian-facility-selection-tool
ThecPedestrian Facility **Selection Tool** is designed to help Australian and New Zealand practitioners select the most appropriate type of **pedestrian** crossing ...

Austroads - Australasian Pedestrian Facility Selection Tool [V1.2 ...
https://www.onlinepublications.austroads.com.au/items/AP-R472A-17
Apr 18, 2017 - **Austroads' Pedestrian** Facility **Selection Tool** is designed to help Australian and New Zealand practitioners select the most appropriate type of ...

New Online Tool Helps Practitioners Select Pedestrian ... - Austroads
www.austroads.com.au/.../227-new-online-tool-helps-practitioners-select-pedestrian-cr...
Feb 23, 2015 - **Austroads** has released an online **tool** to help Australian and New Zealand practitioners **select** the most appropriate type of **pedestrian** crossing ...

Pedestrian Facility Selection Tool updated - Austroads
www.austroads.com.au/news-events/.../518-pedestrian-facility-selection-tool-updated
Apr 16, 2018 - **Austroads** has recently updated the **Pedestrian** Facility **Selection Tool**, ... Based on user feedback, the tool has been enhanced with more ...

Webinar: Updated Pedestrian Facility Selection Tool - Austroads
www.austroads.com.au/event/.../519-webinar-updated-pedestrian-facility-selection-too...
Austroads has recently updated the **Pedestrian** Facility **Selection Tool**, designed to help Australian and New Zealand practitioners select the most appro...
Tue, 29 May Webinar: Updated Pedestrian ...

Pedestrian Facility Selection Tool | Abley
www.abley.com/case-studies/pedestrian-facility-selection-tool/
Austroads identified the need for a smart **tool** to help determine the best **pedestrian** crossing facilities for a wide array of roading environments. They wanted to ...

Pedestrian Facility Selection Tool Developed for Austroads | Abley
www.abley.com/about-us/.../pedestrian-facility-selection-tool-developed-for-austroads...
Mar 13, 2015 - Abley's Steve Abley, Dave Smith and Stacy Rendall have developed the Australasian **Pedestrian** Facility **Selection Tool** for **Austroads**. The tool ...

Newly Released Pedestrian Facility Selection Tool - Public Works Group
www.publicworksgroup.com/blog/.../newly-released-pedestrian-facility-selection-tool/
Mar 7, 2015 - Last month, **Austroads**, the association of Australasian road transport and traffic agencies, released a **Pedestrian** Facility **Selection Tool**

Pedestrian Facility Selecti

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safety and economic outcomes. In 2018 the economic values were updated and a save/load function, maintenance costs, crossing upgrades and unfeasibility reasons were added.

Accessing the tool

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What does the tool do?

The online tool assesses the viability of different types of pedestrian crossing facilities according to the physical and operational parameters of a site and its safety performance.

It can be used to assess both mid-block and intersection locations.

Practitioners are required to enter a range of site variables into the tool including site information, physical/environmental variables, operational variables and safety performance.

For each feasible option, the tool then evaluates pedestrian and vehicle delay, safe sight distances, pedestrian level of service and, using default economic parameters developed for each Australian jurisdiction and New Zealand, calculates a benefit cost ratio.

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What facilities can the tool assess?

The tool can assess raised platforms, kerb extensions, median refuges, zebra crossings, signals, grade separation or combinations of these facilities.

While the tool has been developed to assist practitioners in the decision making process, it does not replace professional judgement, local regulations, best practice or community consultation.

What are the benefits of using the tool?

- Analyses mid-block and intersection pedestrian crossing facilities
- Accounts for economic factors in Australia and New Zealand
- Uses a walkability-based pedestrian level of service calculation
- Calculates delays at signals
- Calculates sight distances
- Calculates a Benefit Cost Ratio (BCR) for each facility type

What research was undertaken?

The report Development of the Australasian Pedestrian Facility Selection Tool details the research that informed the development of the tool.

Appendix A of the 2018 User Guide details the update to the economic parameters.

All state road authorities in Australia and New Zealand contributed to the development of this tool.

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2. This guide can be viewed at any time by clicking the *Quick-start guide* link in the top bar.
3. Gather your inputs - if going on site print a copy of the Site information collection form (PDF). Alternatively, a detailed list of required inputs is provided in the User guide (PDF).
4. Open the tool on a desktop computer using a modern web browser (such as Internet Explorer 10 or newer) with JavaScript enabled in your browser settings.
5. Enter the project name, location and date of assessment.
6. Enter the **site information, physical/environmental** and **operational inputs**. Note that the tool cannot be used to assess crossings in locations with more than two lanes in any direction, signals or grade separation are recommended for wider corridors. The assessment requires that all inputs relating to the site and facilities have been entered.
7. To review the **model parameters**, click on the show/hide link.
8. Use the **existing facility** dropdown to test crossing upgrades in situations where there is an existing facility at the site.
9. Click the **Calculate feasibility** button. This will present the *feasible facilities* table, showing which facilities are appropriate for the site based upon the inputs entered.
10. Enter the **design inputs** for the facilities to be evaluated.
11. Include or exclude facilities from the assessment by checking or unchecking the boxes in the column **Show in final output?** Non-feasible facilities can be included in the final facility assessment but these will only be listed and no assessment outputs will be shown.
12. Click the **Calculate assessment** button to display the outputs for each facility including delays, crash rate, sight distances, pedestrian Level of Service and economic evaluation.
13. Additional comments or observations can be entered in the **Notes**.
14. To **print** use the *Print page* link in the top bar. The page may be set to landscape orientation if content does not fit correctly.
15. Inputs and tool configuration can be **saved** to CSV file and then loaded at a later date

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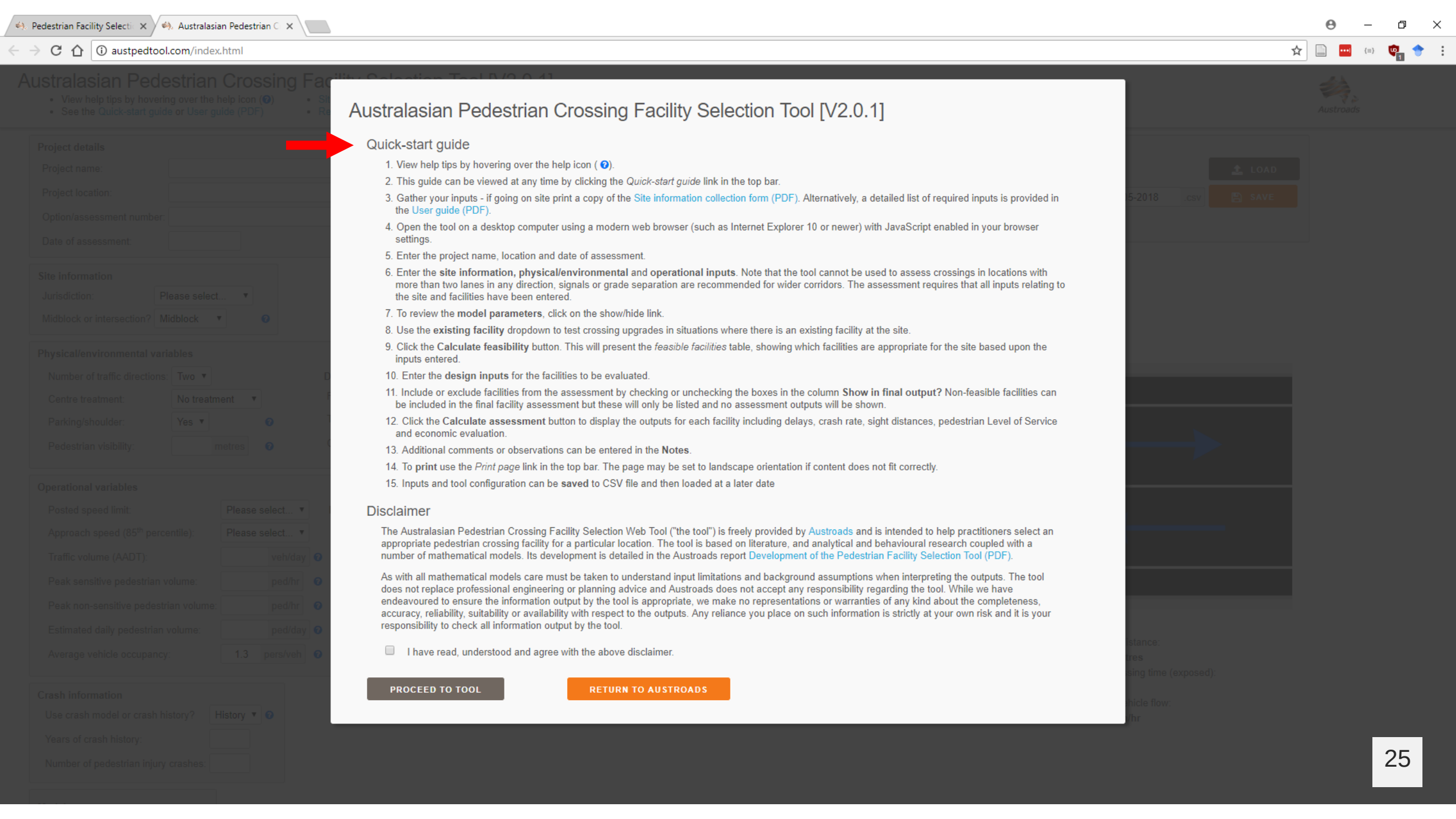
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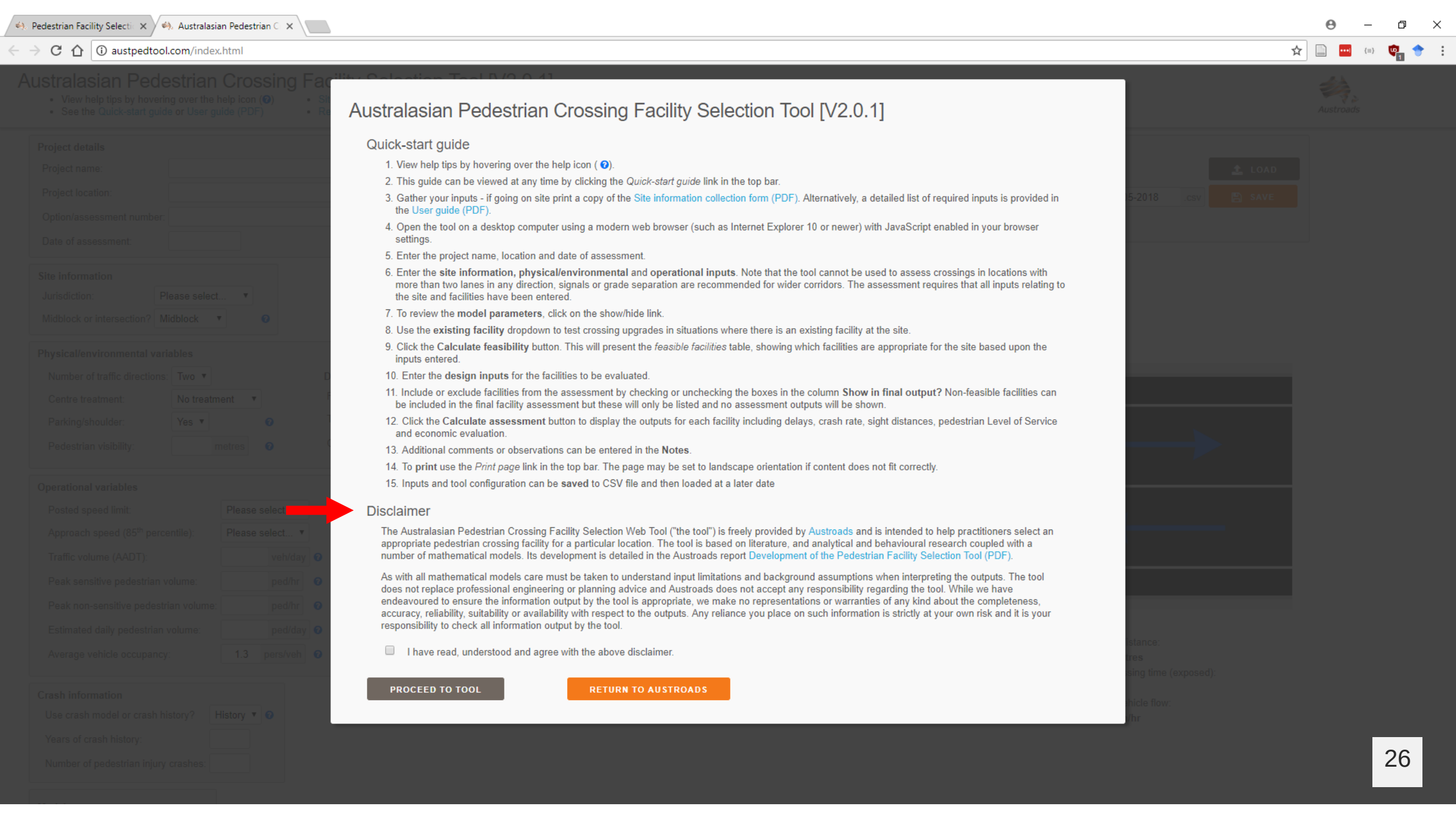
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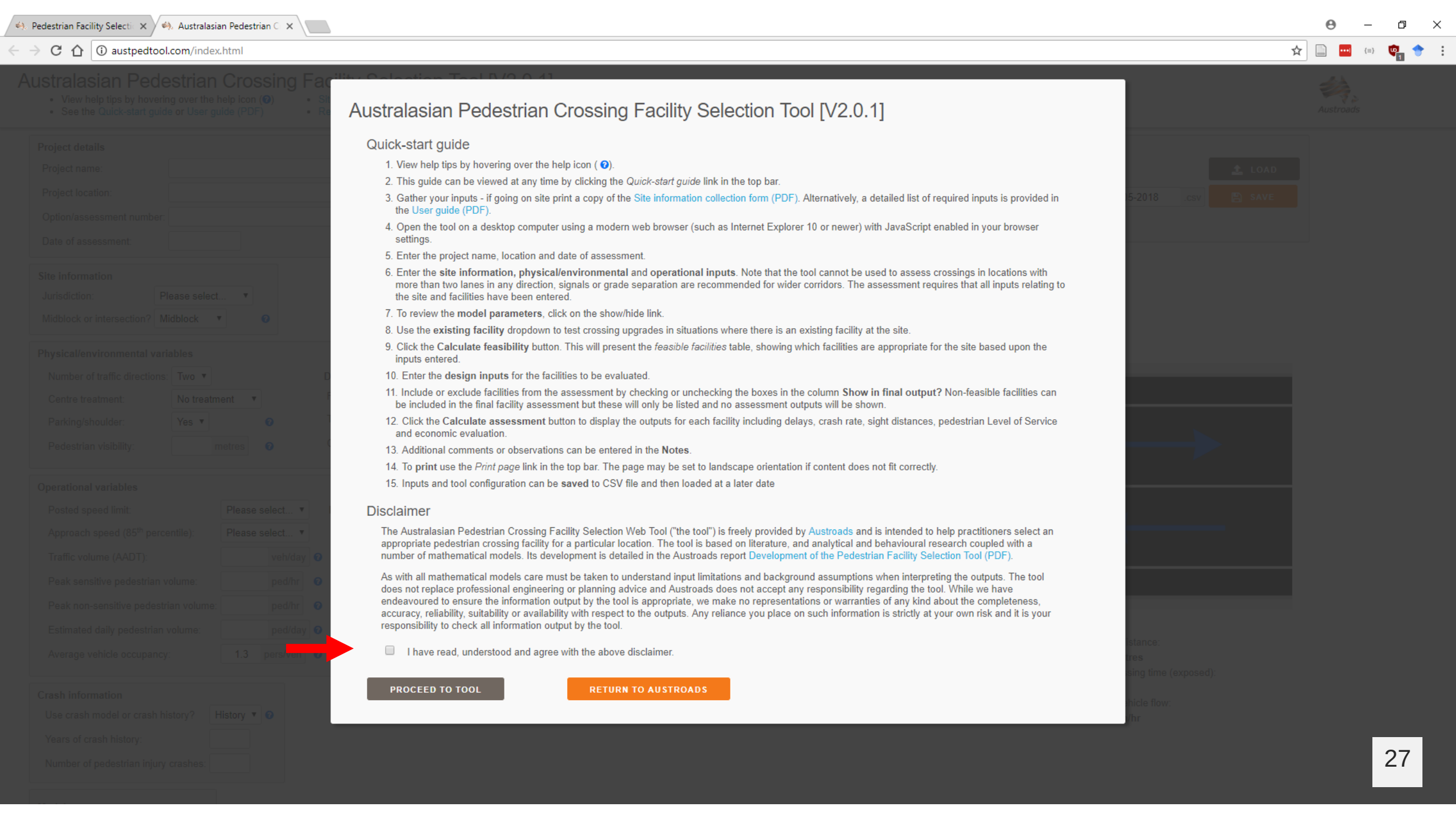
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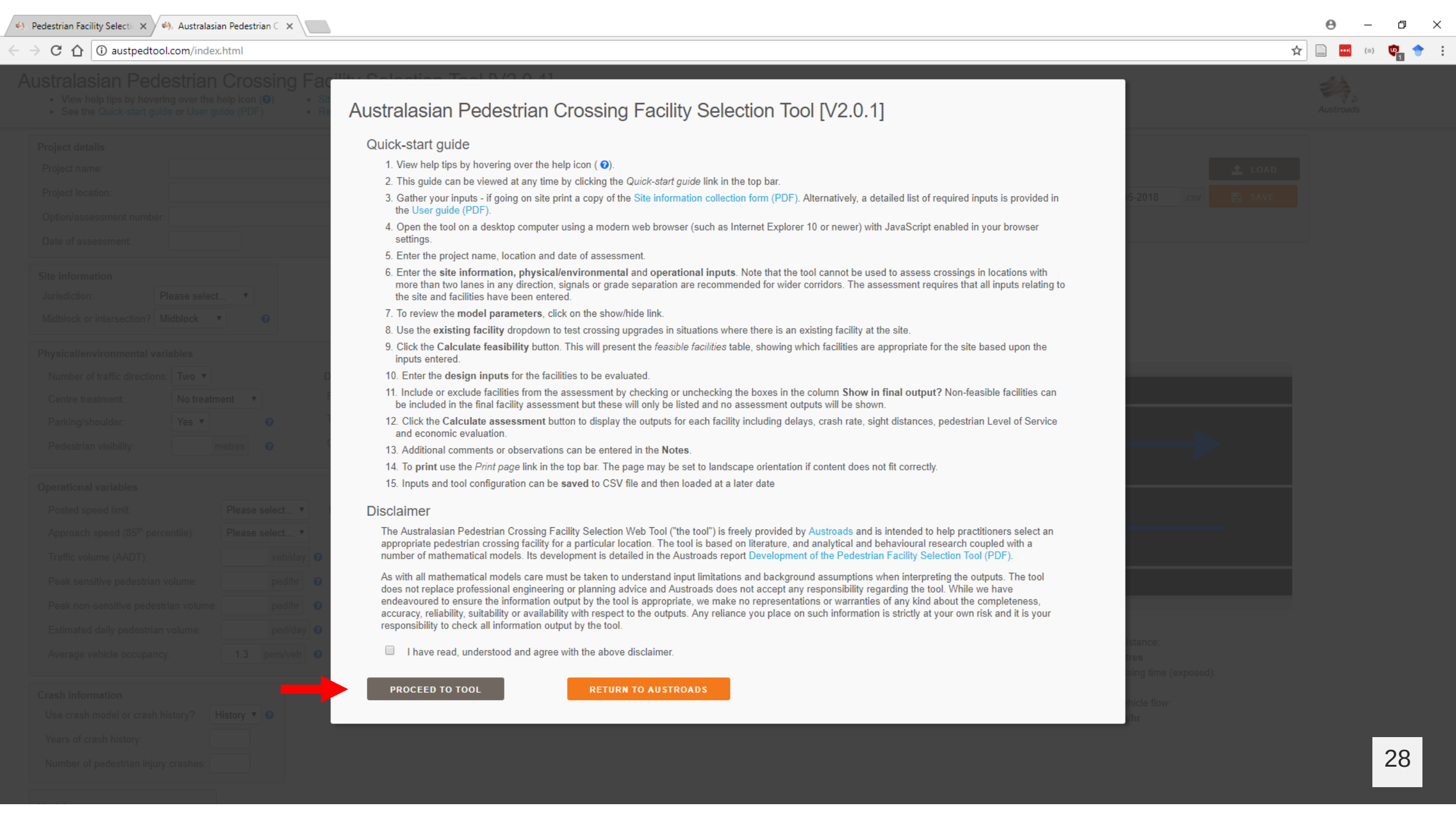
Pedestrian Facility Selecti
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austpedtool.com/index.html
Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]
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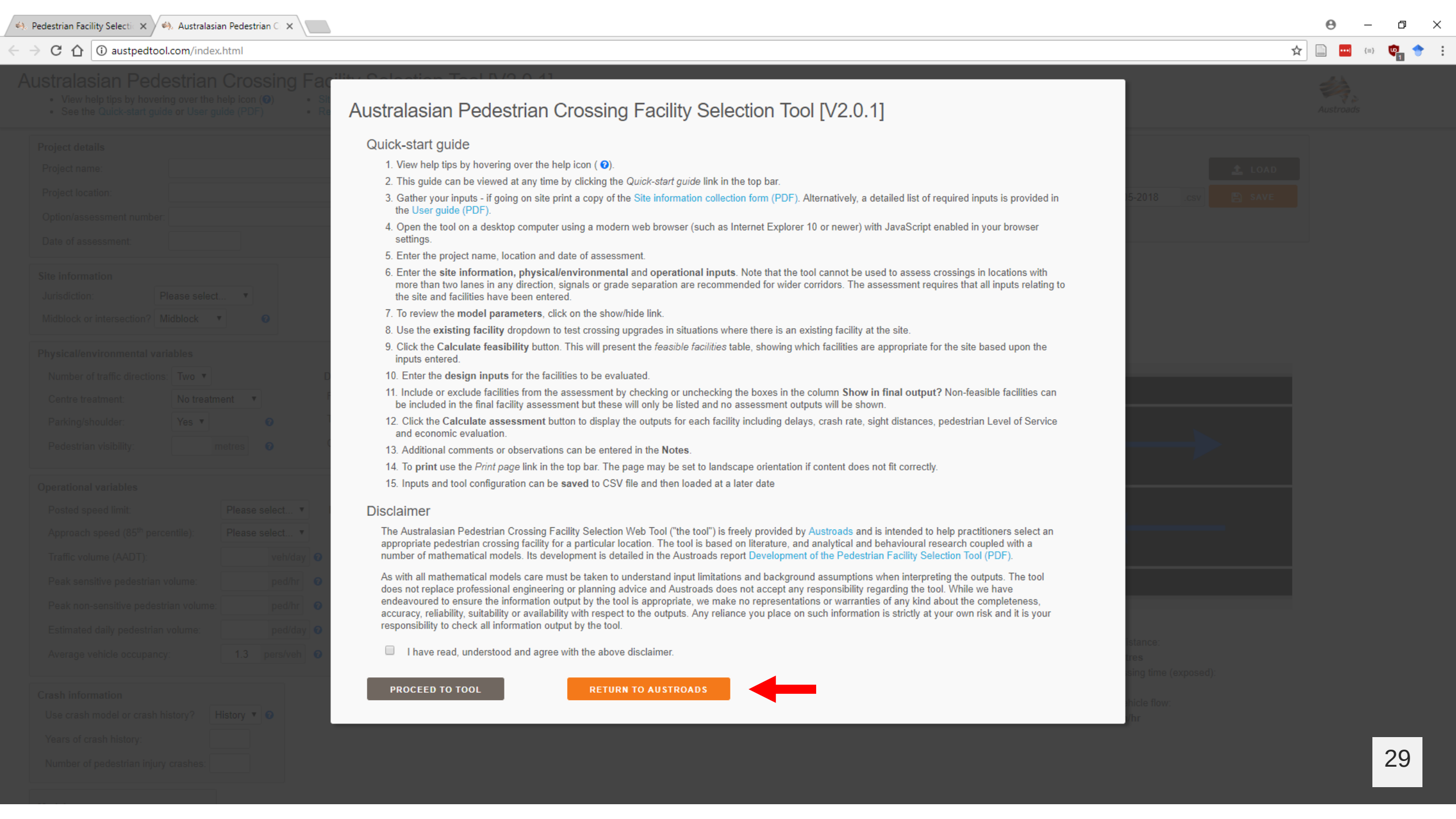
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Facilities

See Section 6.1 of research report

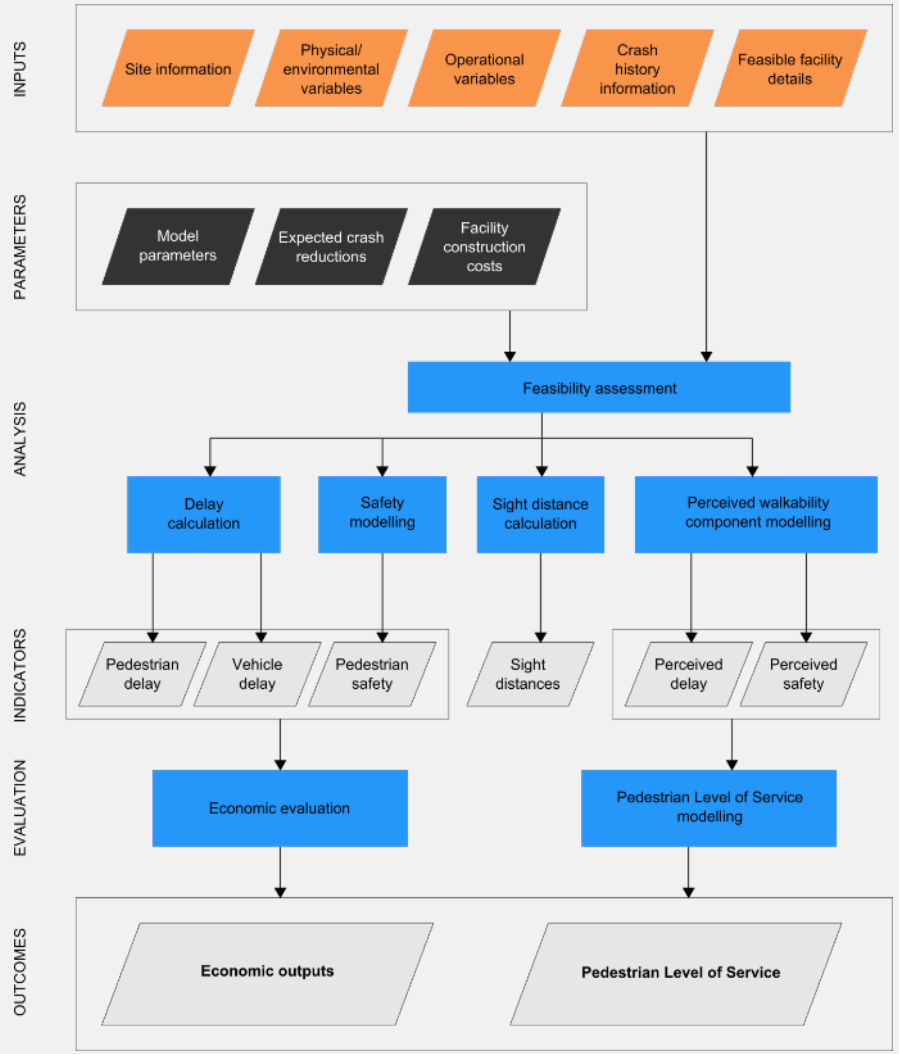
Austroads

Crossing aids	Control type		
	Uncontrolled	Zebra	Signals
None	Yes	Yes	Yes
Platform	Yes	Yes	
Kerb extensions	Yes	Yes	Yes
Median refuge	Yes	Yes	
Platform and kerb extensions		Yes	
Kerb extensions and median refuge	Yes	Yes	Yes*
Grade separation	Yes		

Not designed to assess school crossings

Model

See Section 6.2 of research report



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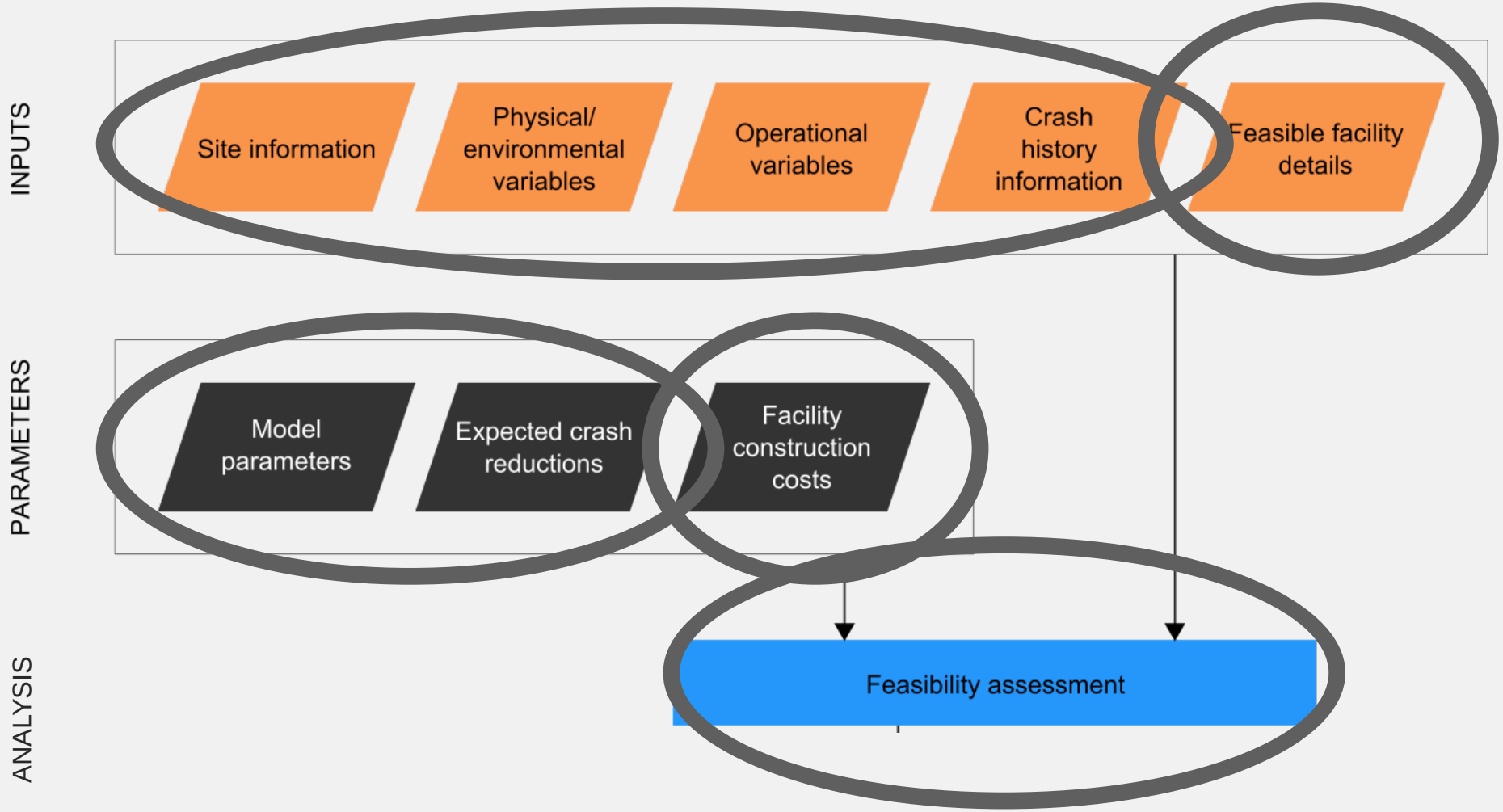
Austroads



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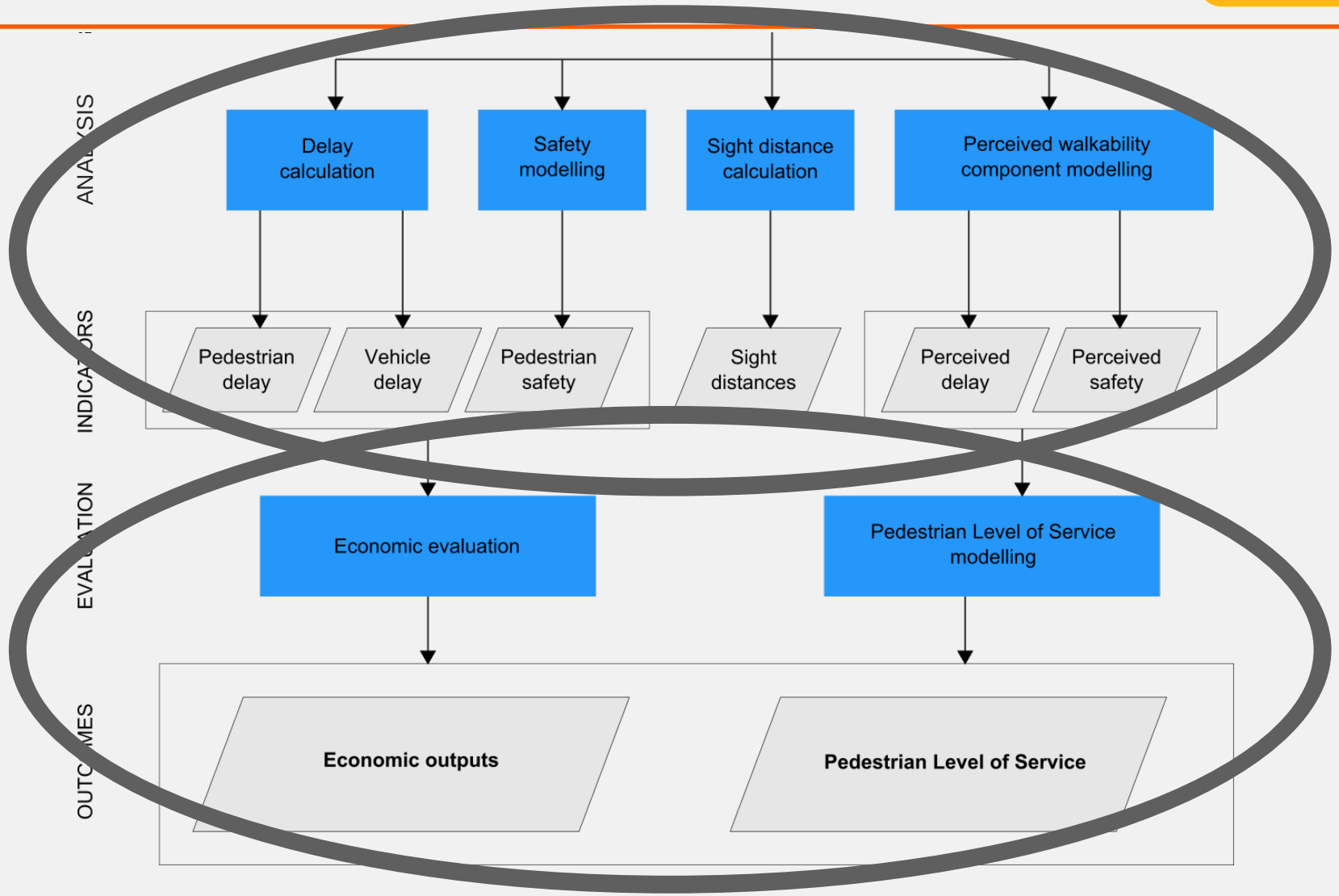


Version 2 Updates

Stacy Rendall

Austroads

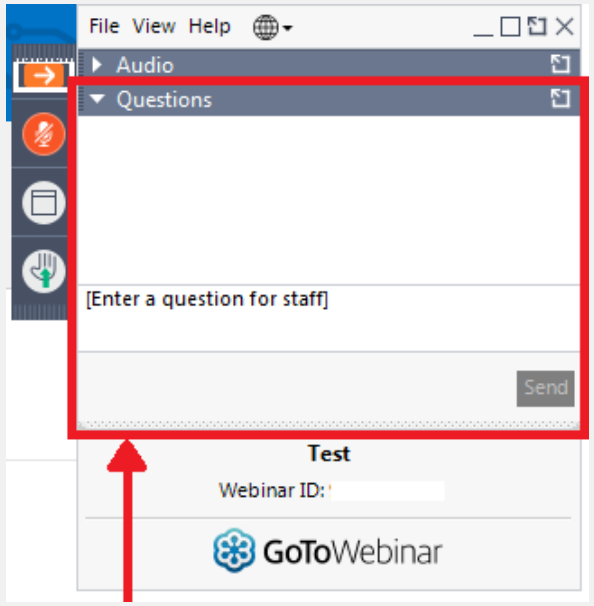
Updates

- Improved appearance
- Enhanced save/load
- Incorporate maintenance costs
- Test crossing upgrades
- Add instructions for assessing Wombat Crossings
- Summarise **why** facilities are not feasible

Updates

- Note: number of lane limitations
- Existing medians
- Pedestrian delay at Zebra crossings
- Site Information Collection Form
- Improved support system

GoToWebinar



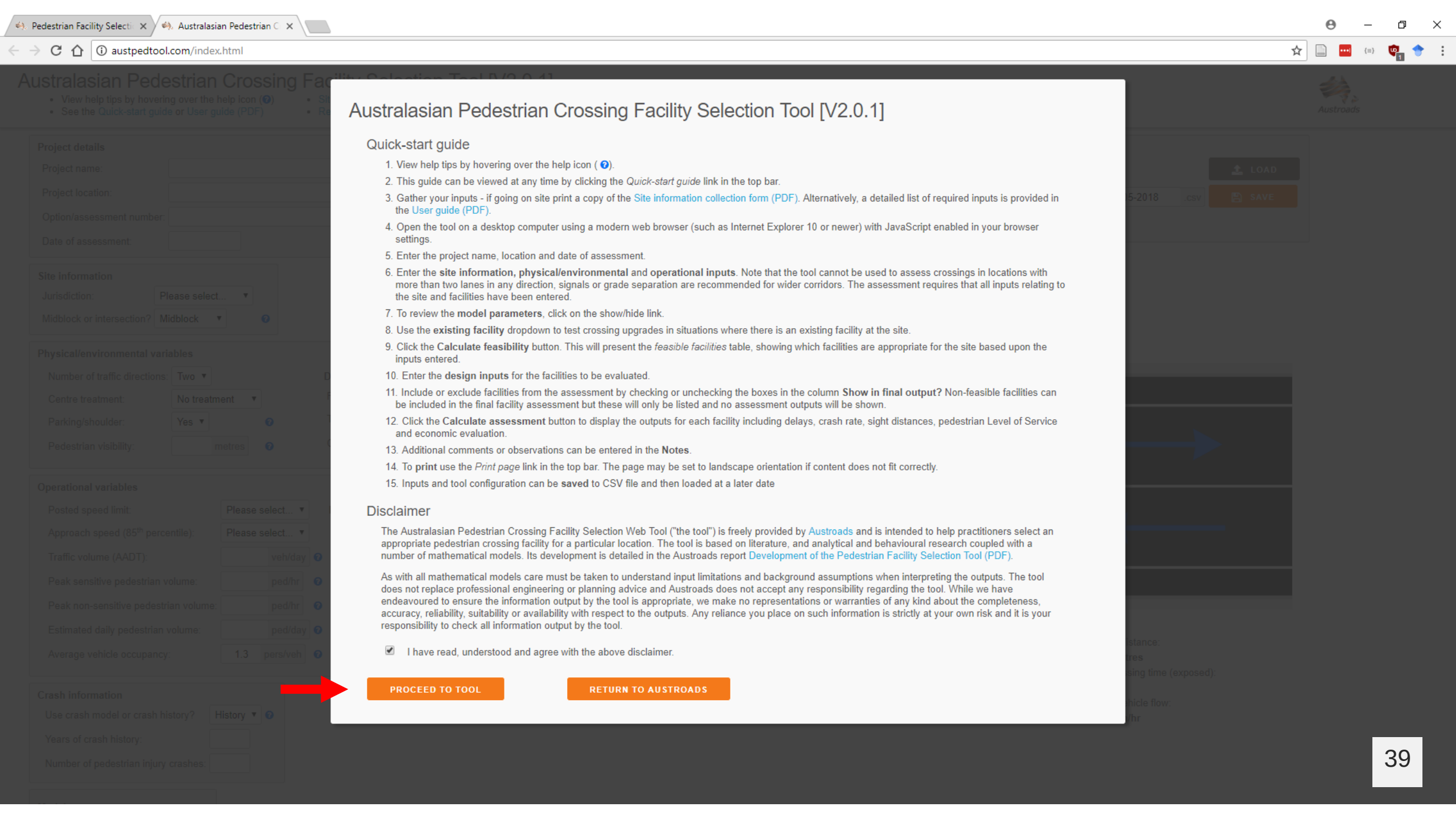
Please type your questions here

Let us know the slide number your question relates to

Help, Layout and Usability

Dave Smith

Austroads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Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1

Flow: Left to Right

Traffic lanes: 1

Crossing distance: metres

Direction 2

Flow: Right to Left

Traffic lanes: 1

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

Peak vehicle volume: veh/hr

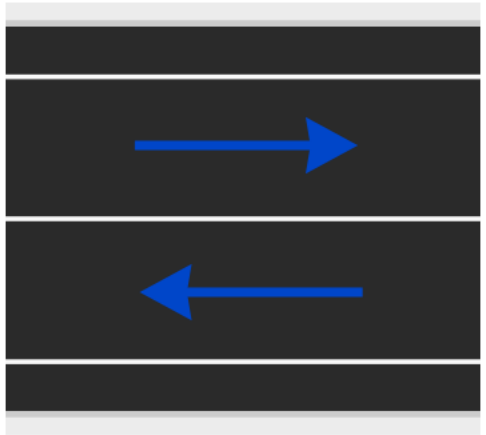
Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**

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Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

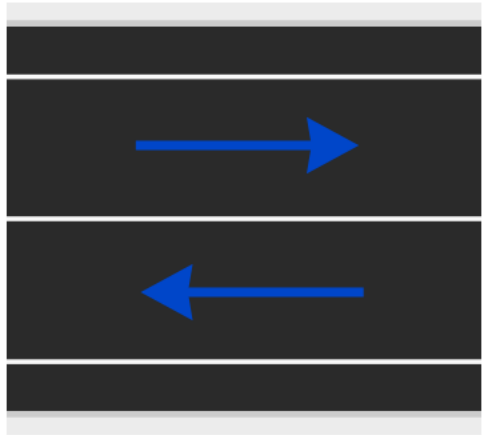
Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Layout diagram



Site characteristics

Exposed crossing distance:
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Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
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Austroads

Parking/shoulder: Yes

Pedestrian visibility: metres

Traffic lanes:

Crossing distance: metres

Traffic lanes:

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

Peak vehicle volume: veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters

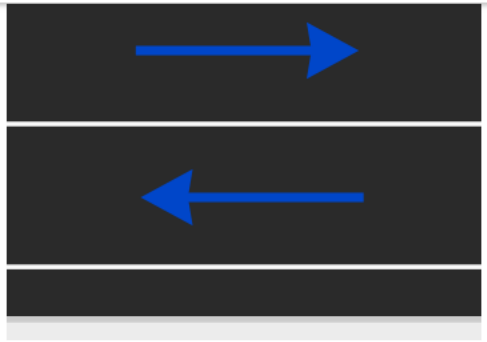
SHOW/HIDE

Existing facility

No facility

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**

Return to top of the page

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Version: 2.0.1

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Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

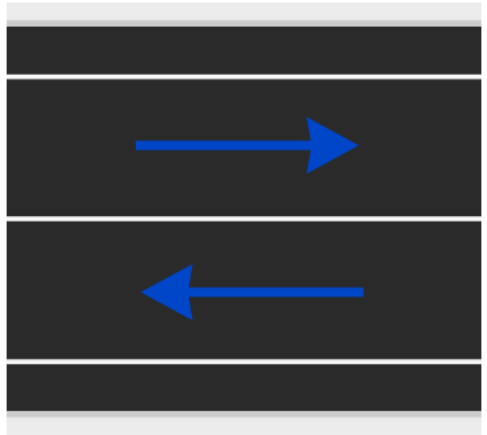
Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Layout diagram



Site characteristics

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Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

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Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Site information

Midblock location if more than 50 metres from an intersection

Jurisdiction:

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

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Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

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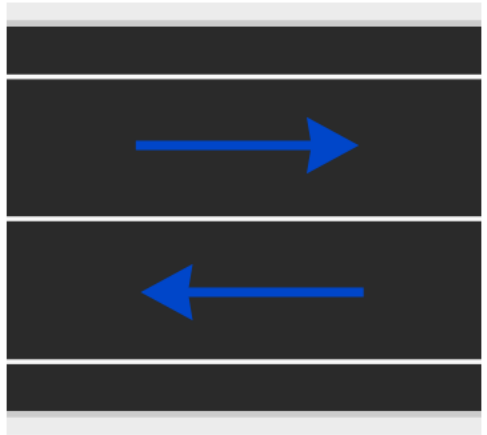

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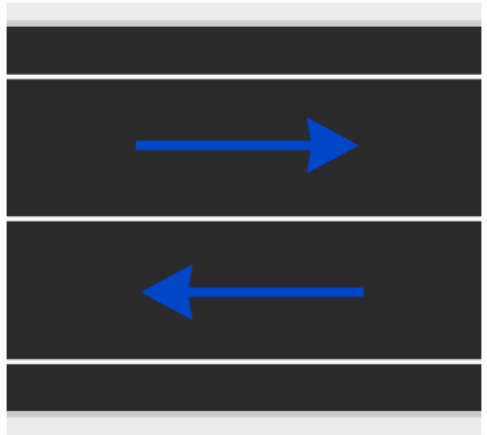

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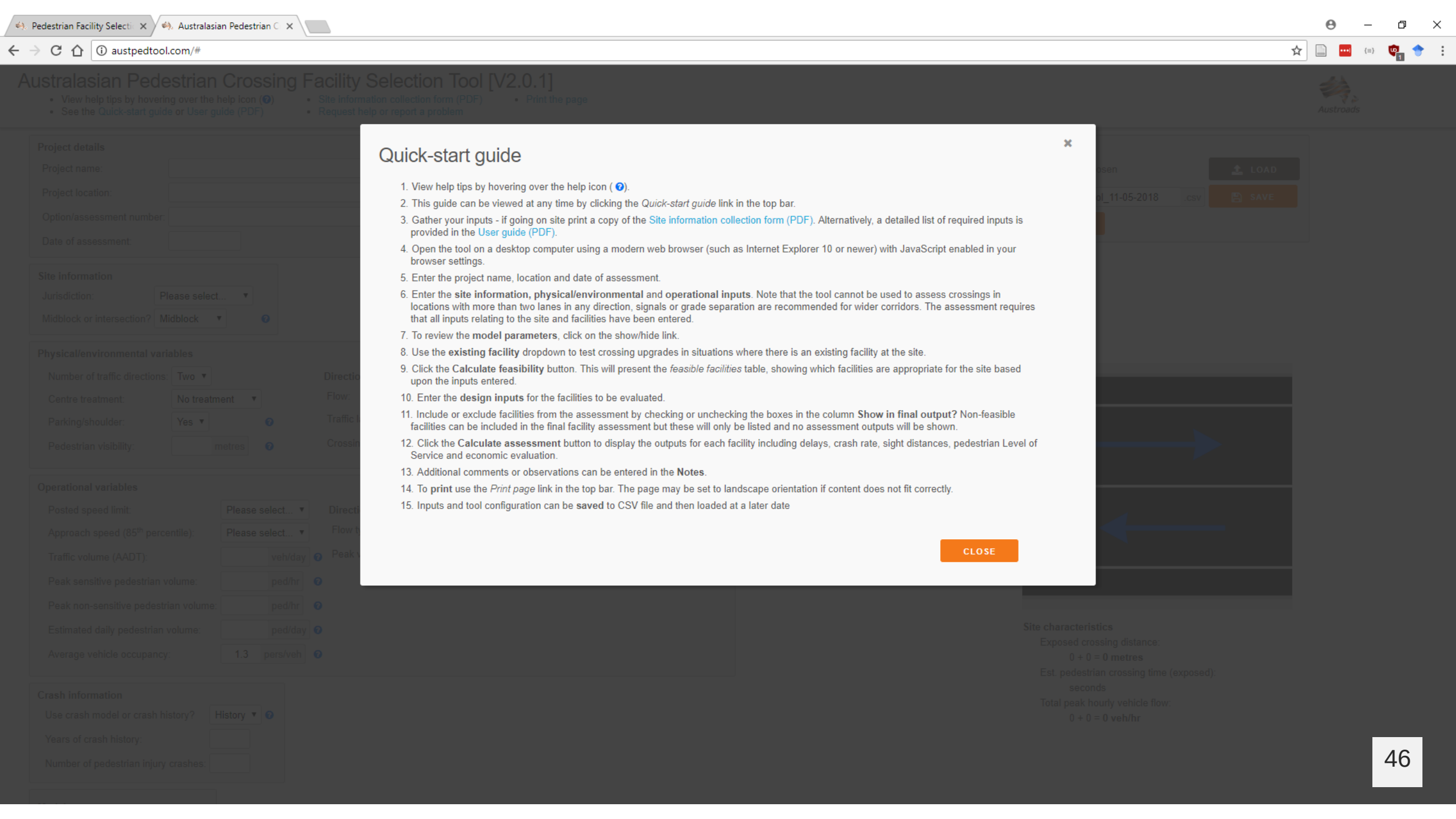
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Approach speed (85th percentile):
Please select...
Traffic volume (AADT):
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Peak sensitive pedestrian volume:
ped/hr
Peak non-sensitive pedestrian volume:
ped/hr
Estimated daily pedestrian volume:
ped/day
Average vehicle occupancy:
1.3
pers/veh
Crash information
Use crash model or crash history?
History
Years of crash history:
Number of pedestrian injury crashes:
LOAD
SAVE
.csv
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Est. pedestrian crossing time (exposed):
seconds
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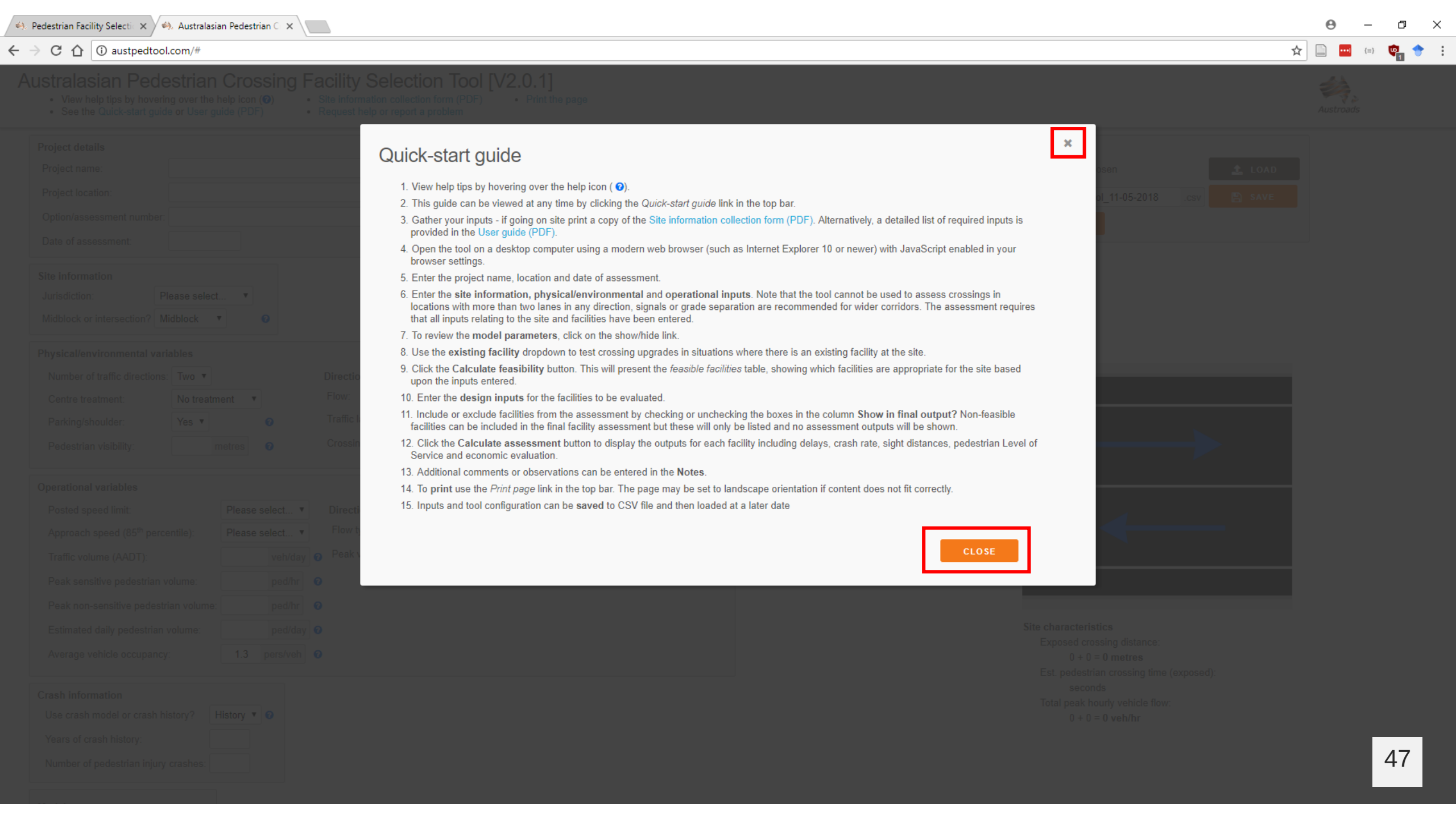
13. Additional comments or observations can be entered in the Notes.
14. To print use the Print page link in the top bar. The page may be set to landscape orientation if content does not fit correctly.
15. Inputs and tool configuration can be saved to CSV file and then loaded at a later date
CLOSE


Pedestrian Facility Selecti
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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]
View help tips by hovering over the help icon
See the Quick-start guide or User guide (PDF)
Site information collection form (PDF)
Request help or report a problem
Print the page
Austroads
Project details
Project name:
Project location:
Option/assessment number:
Date of assessment:
Site information
Jurisdiction:
Please select...
Midblock or intersection?
Midblock
Physical/environmental variables
Number of traffic directions:
Two
Centre treatment:
No treatment
Parking/shoulder:
Yes
Pedestrian visibility:
metres
Operational variables
Posted speed limit:
Please select...
Approach speed (85th percentile):
Please select...
Traffic volume (AADT):
veh/day
Peak sensitive pedestrian volume:
ped/hr
Peak non-sensitive pedestrian volume:
ped/hr
Estimated daily pedestrian volume:
ped/day
Average vehicle occupancy:
1.3
pers/veh
Crash information
Use crash model or crash history?
History
Years of crash history:
Number of pedestrian injury crashes:
LOAD
SAVE
Quick-start guide
1. View help tips by hovering over the help icon ( ).
2. This guide can be viewed at any time by clicking the Quick-start guide link in the top bar.
3. Gather your inputs - if going on site print a copy of the Site information collection form (PDF). Alternatively, a detailed list of required inputs is provided in the User guide (PDF).
4. Open the tool on a desktop computer using a modern web browser (such as Internet Explorer 10 or newer) with JavaScript enabled in your browser settings.
5. Enter the project name, location and date of assessment.
6. Enter the site information, physical/environmental and operational inputs. Note that the tool cannot be used to assess crossings in locations with more than two lanes in any direction, signals or grade separation are recommended for wider corridors. The assessment requires that all inputs relating to the site and facilities have been entered.
7. To review the model parameters, click on the show/hide link.
8. Use the existing facility dropdown to test crossing upgrades in situations where there is an existing facility at the site.
9. Click the Calculate feasibility button. This will present the feasible facilities table, showing which facilities are appropriate for the site based upon the inputs entered.
10. Enter the design inputs for the facilities to be evaluated.
11. Include or exclude facilities from the assessment by checking or unchecking the boxes in the column Show in final output? Non-feasible facilities can be included in the final facility assessment but these will only be listed and no assessment outputs will be shown.
12. Click the Calculate assessment button to display the outputs for each facility including delays, crash rate, sight distances, pedestrian Level of Service and economic evaluation.
13. Additional comments or observations can be entered in the Notes.
14. To print use the Print page link in the top bar. The page may be set to landscape orientation if content does not fit correctly.
15. Inputs and tool configuration can be saved to CSV file and then loaded at a later date
CLOSE
Site characteristics
Exposed crossing distance:
0 + 0 = 0 metres
Est. pedestrian crossing time (exposed):
seconds
Total peak hourly vehicle flow:
0 + 0 = 0 veh/hr

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- View help tips by hovering over the help icon
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

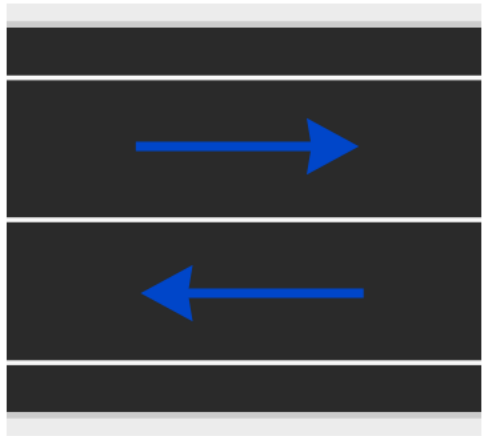
Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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- Print the page

Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1

Flow: Left to Right

Traffic lanes: 1

Crossing distance: metres

Direction 2

Flow: Right to Left

Traffic lanes: 1

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

Peak vehicle volume: veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

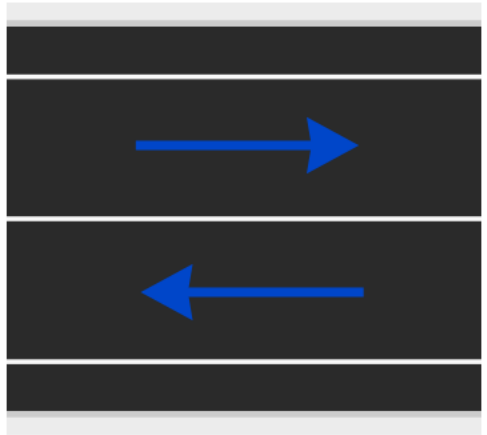
Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Layout diagram



Site characteristics

Exposed crossing distance:

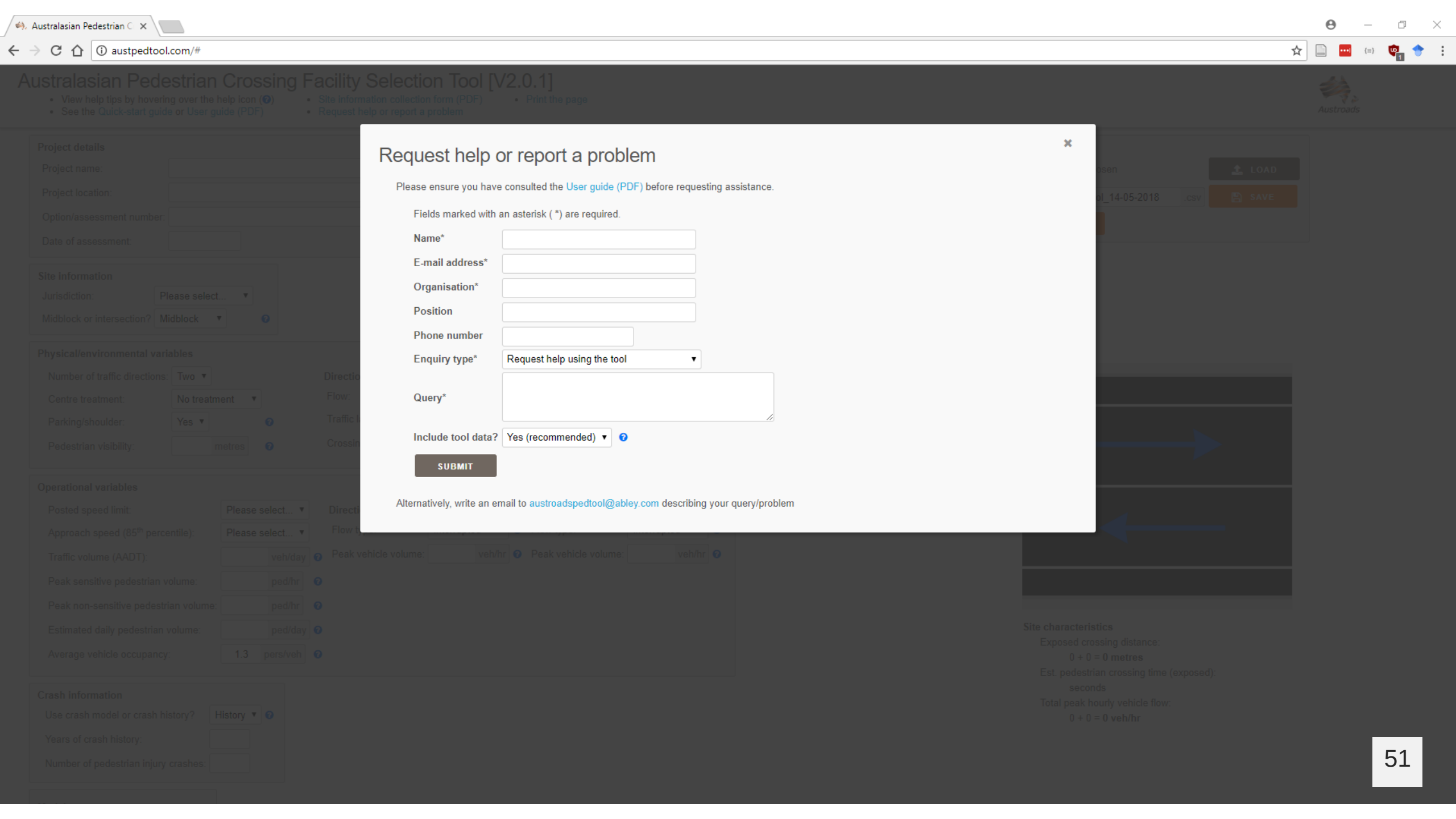
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**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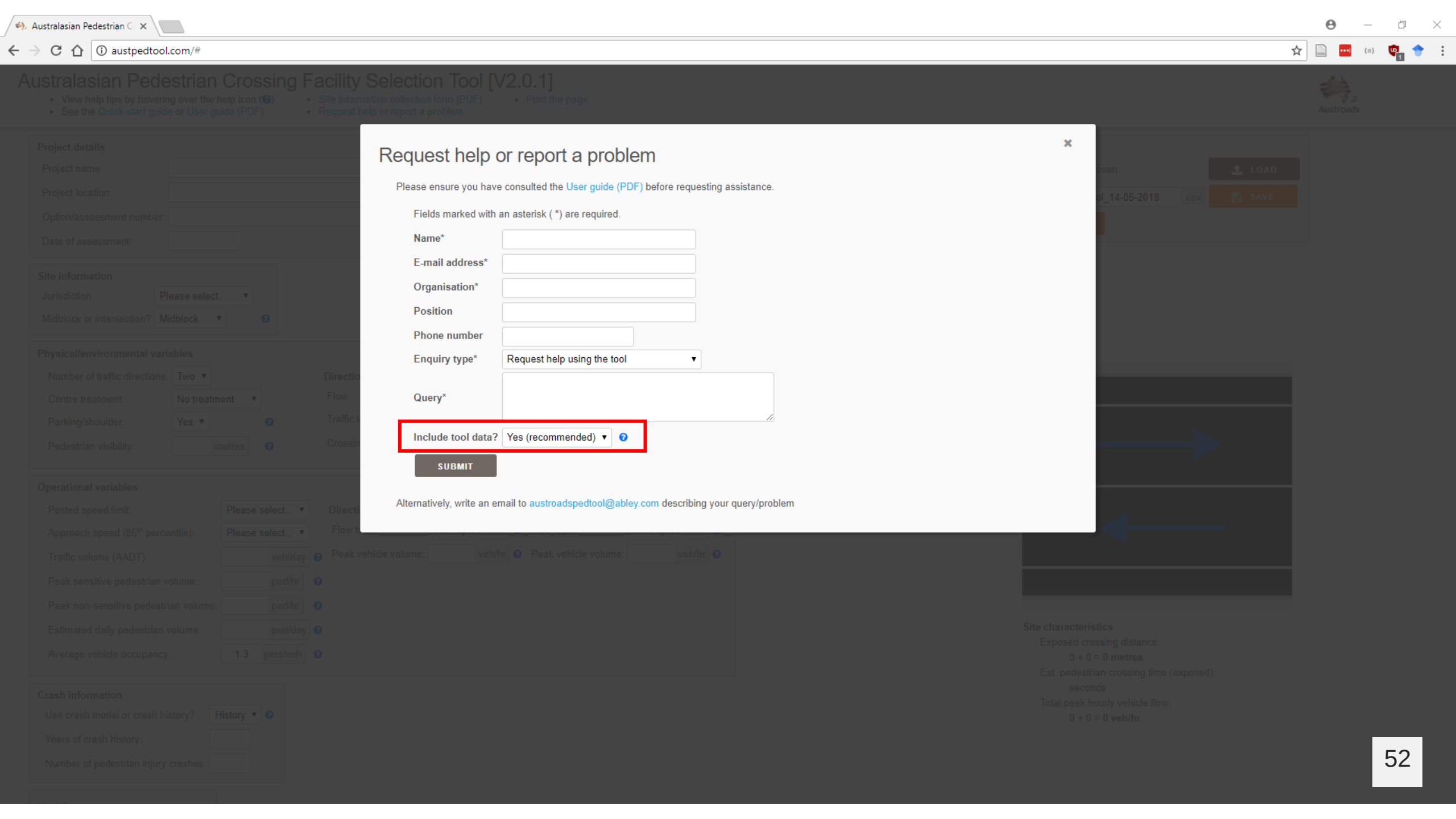
See the Quick-start guide or User guide (PDF)
Site information collection form (PDF)
Request help or report a problem
Print the page
Austroads
Project details
Project name:
Project location:
Option/assessment number:
Date of assessment:
Site information
Jurisdiction:
Please select...
Midblock or intersection?
Midblock
Physical/environmental variables
Number of traffic directions:
Two
Centre treatment:
No treatment
Parking/shoulder:
Yes
Pedestrian visibility:
metres
Operational variables
Posted speed limit:
Please select...
Approach speed (85th percentile):
Please select...
Traffic volume (AADT):
veh/day
Peak sensitive pedestrian volume:
ped/hr
Peak non-sensitive pedestrian volume:
ped/hr
Estimated daily pedestrian volume:
ped/day
Average vehicle occupancy:
1.3
pers/veh
Crash information
Use crash model or crash history?
History
Years of crash history:
Number of pedestrian injury crashes:
LOAD
SAVE
Request help or report a problem
Please ensure you have consulted the User guide (PDF) before requesting assistance.
Fields marked with an asterisk (*) are required.
Name*
E-mail address*
Organisation*
Position
Phone number
Enquiry type*
Request help using the tool
Query*
Include tool data?
Yes (recommended)
SUBMIT
Alternatively, write an email to austroadspedtool@abley.com describing your query/problem
Site characteristics
Exposed crossing distance:
0 + 0 = 0 metres
Est. pedestrian crossing time (exposed):
seconds
Total peak hourly vehicle flow:
0 + 0 = 0 veh/hr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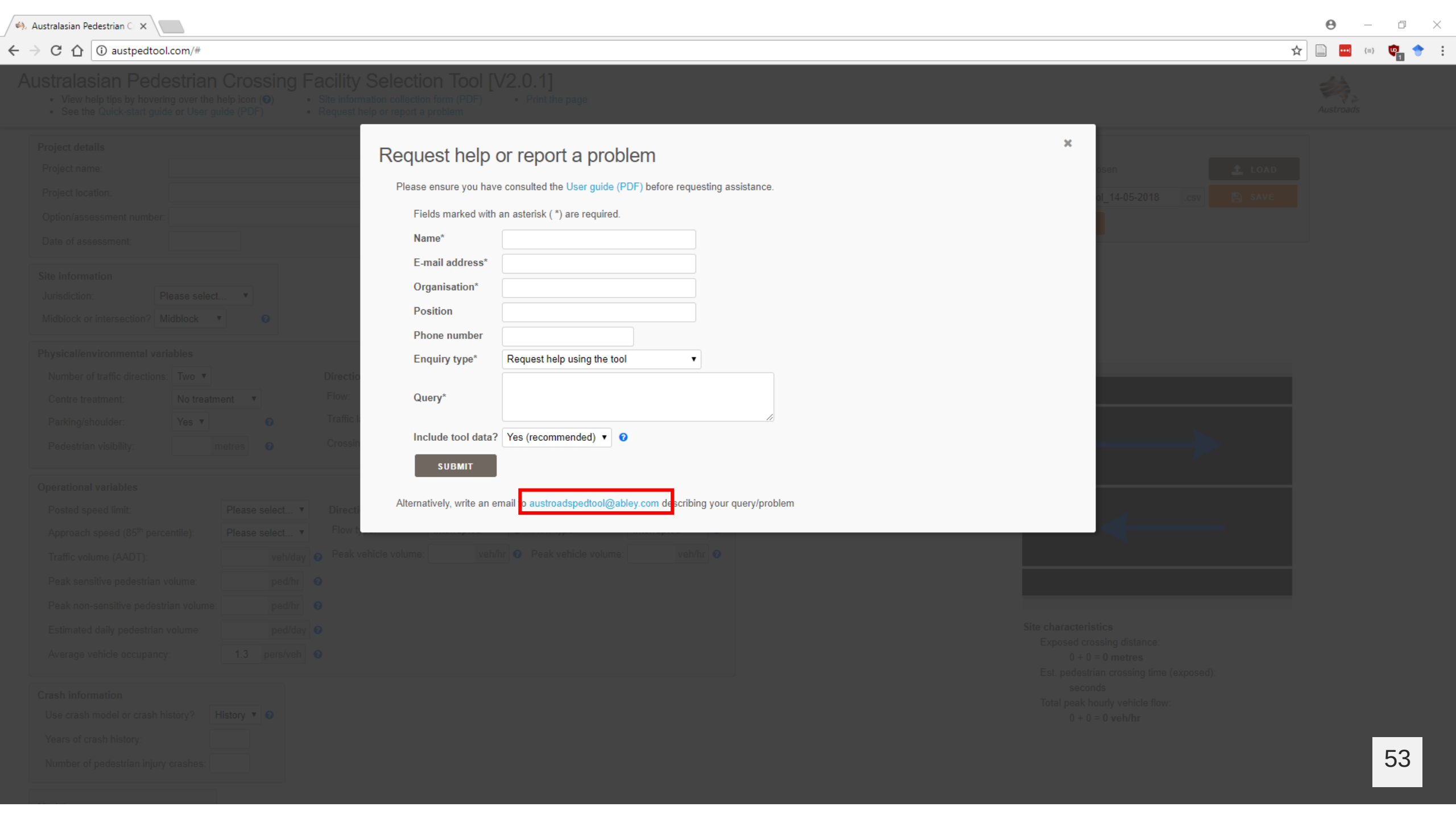
Site information collection form (PDF)
Request help or report a problem
Print the page
Austroads
Project details
Project name:
Project location:
Option/assessment number:
Date of assessment:
Site information
Jurisdiction:
Please select...
Midblock or intersection?
Midblock
Physical/environmental variables
Number of traffic directions:
Two
Centre treatment:
No treatment
Parking/shoulder:
Yes
Pedestrian visibility:
metres
Operational variables
Posted speed limit:
Please select...
Approach speed (85th percentile):
Please select...
Traffic volume (AADT):
veh/day
Peak sensitive pedestrian volume:
ped/hr
Peak non-sensitive pedestrian volume:
ped/hr
Estimated daily pedestrian volume:
ped/day
Average vehicle occupancy:
1.3
pers/veh
Crash information
Use crash model or crash history?
History
Years of crash history:
Number of pedestrian injury crashes:
LOAD
SAVE
Request help or report a problem
Please ensure you have consulted the User guide (PDF) before requesting assistance.
Fields marked with an asterisk (*) are required.
Name*
E-mail address*
Organisation*
Position
Phone number
Enquiry type*
Request help using the tool
Query*
Include tool data?
Yes (recommended)
SUBMIT
Alternatively, write an email to austroadspedtool@abley.com describing your query/problem
Site characteristics
Exposed crossing distance:
0 + 0 = 0 metres
Est. pedestrian crossing time (exposed):
seconds
Total peak hourly vehicle flow:
0 + 0 = 0 veh/hr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Site information collection form (PDF)
Request help or report a problem
Print the page
Austroads
Project details
Project name:
Project location:
Option/assessment number:
Date of assessment:
Site information
Jurisdiction:
Please select...
Midblock or intersection?
Midblock
Physical/environmental variables
Number of traffic directions:
Two
Centre treatment:
No treatment
Parking/shoulder:
Yes
Pedestrian visibility:
metres
Operational variables
Posted speed limit:
Please select...
Approach speed (85th percentile):
Please select...
Traffic volume (AADT):
veh/day
Peak sensitive pedestrian volume:
ped/hr
Peak non-sensitive pedestrian volume:
ped/hr
Estimated daily pedestrian volume:
ped/day
Average vehicle occupancy:
1.3
pers/veh
Crash information
Use crash model or crash history?
History
Years of crash history:
Number of pedestrian injury crashes:
LOAD
SAVE
Request help or report a problem
Please ensure you have consulted the User guide (PDF) before requesting assistance.
Fields marked with an asterisk (*) are required.
Name*
E-mail address*
Organisation*
Position
Phone number
Enquiry type*
Request help using the tool
Query*
Include tool data?
Yes (recommended)
SUBMIT
Alternatively, write an email to austroadspedtool@abley.com describing your query/problem
Site characteristics
Exposed crossing distance:
0 + 0 = 0 metres
Est. pedestrian crossing time (exposed):
seconds
Total peak hourly vehicle flow:
0 + 0 = 0 veh/hr

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- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

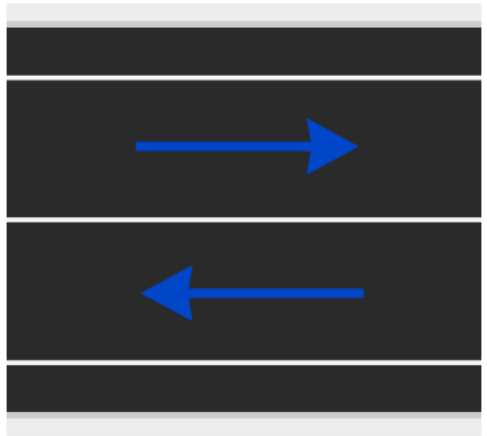
Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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- Site information collection form (PDF)
- Print the page
- See the Quick-start guide or User guide (PDF)
- Request help or report a problem

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Project details

Project name:
Project location:
Option/assessment number:
Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD
Save to file: Ped Crossing Facility Tool_15-05-2018 .csv — SAVE
Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...
Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two
Centre treatment: No treatment
Parking/shoulder: Yes
Pedestrian visibility: metres

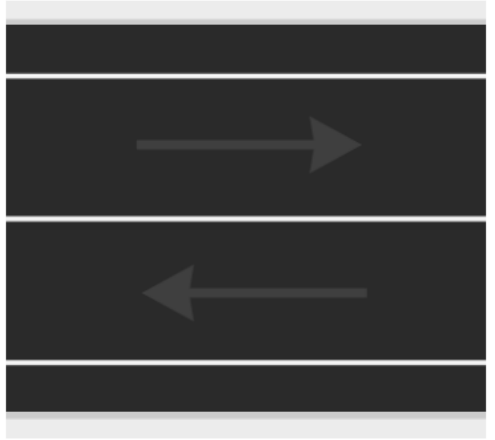
	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...
Approach speed (85th percentile): Please select...
Traffic volume (AADT): veh/day
Peak sensitive pedestrian volume: ped/hr
Peak non-sensitive pedestrian volume: ped/hr
Estimated daily

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Layout diagram



Site characteristics

Exposed crossing distance:

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- Site information collection form (PDF)
- Request help or report a problem
- Print the page

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Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

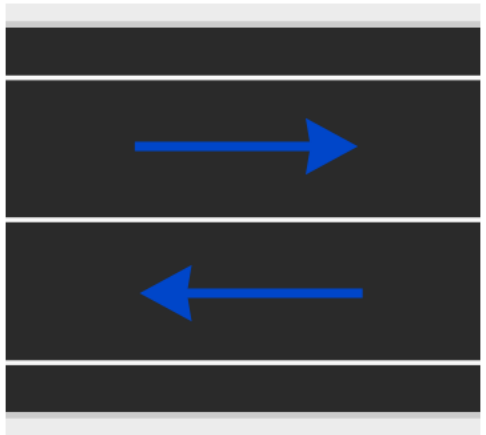
Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Australasian Pedestrian Facility Selection Tool [V2.0]

Site information collection form

This printable form is designed to act as a checklist and template for collecting relevant on-site information. Note that some inputs, such as pedestrian/vehicle volumes, occupancy, safety and cost data are not collected as part of this form.

Project details

Project name	
Project location	
Option/assessment number	
Date of assessment	

Site information

Jurisdiction	
Midblock or intersection? *Midblock location if more than 50 metres from an intersection*	☐ Midblock ☐ Intersection

Physical/environmental variables

Number of traffic directions		☐ One ☐ Two
Centre treatment		☐ No treatment ☐ Painted median ☐ Raised median
If centre treatment is painted/raised median	Median width	*metres*
	Median acts as refuge *Apply on-site observations or engineering judgement to determine if pedestrians are currently using the existing median as a refuge. Consideration should be given to sensitive pedestrians, particularly if the width is less than one metre or the median is raised. If selected the tool will split the 'no facility' crossing into two stages (reducing delays for 'no facility'). Compared to defining the existing facility as 'median refuge' an existing median does not incorporate any pedestrian amenity/protection features.*	☐ Yes ☐ No
Parking/shoulder *Option applies to both sides of the road. If no parking exists the user is advised to apply caution when assessing the suitability of kerb extensions*		☐ Yes ☐ No
Pedestrian visibility		*metres*

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- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

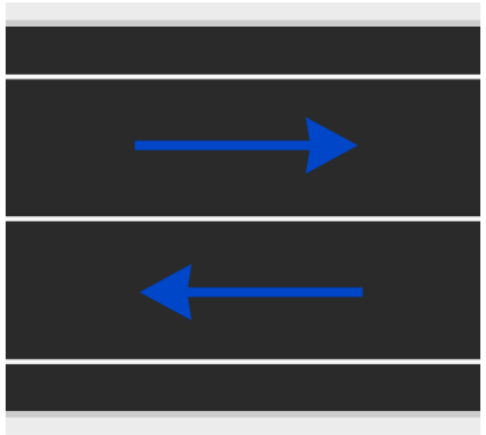
Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_11-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: User Guide example

Project location: at 1 Test Street

Option/assessment number: 1

Date of assessment: 16-03-2018

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: User Guide example_1_16-03-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Intersection

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.7 metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

Estimated daily pedestrian volume: 126 ped/day

Average vehicle occupancy: 1.3 pers/veh

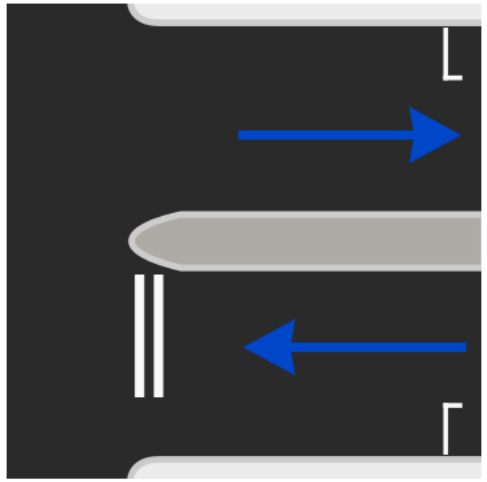
Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Crash information

Use crash model or crash history? Model

Layout diagram



Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

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- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: User Guide example

Project location: at 1 Test Street

Option/assessment number: 1

Date of assessment: 16-03-2018

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: User Guide example_1_16-03-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Intersection

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.7 metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

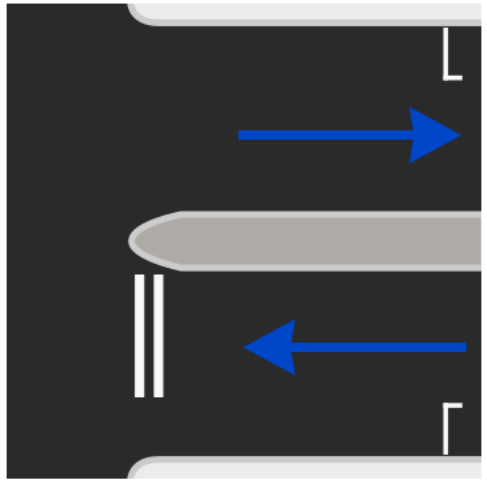
Estimated daily pedestrian volume: 126 ped/day

Average vehicle occupancy: 1.3 pers/veh

Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Layout diagram



Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

Crash information

Use crash model or crash history? Model

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Austroads

Project details

Project name: User Guide example

Project location: at 1 Test Street

Option/assessment number: 1

Date of assessment: 16-03-2018

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: User Guide example_1_16-03-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.7 metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

Estimated daily pedestrian volume: 126 ped/day

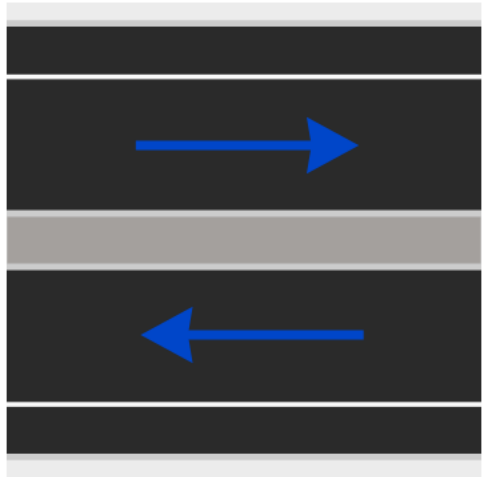
Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Crash information

Use crash model or crash history? Model

Layout diagram



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Crash information

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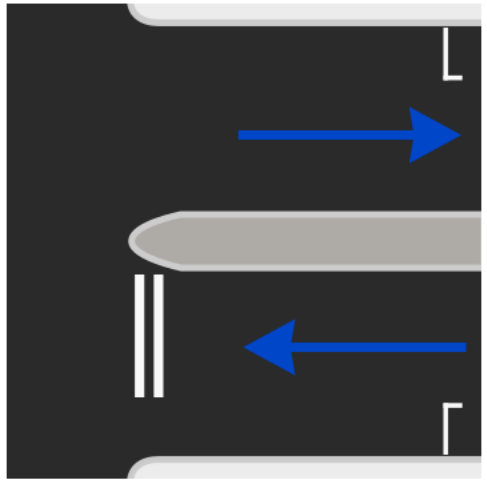
Layout diagram



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Crash information

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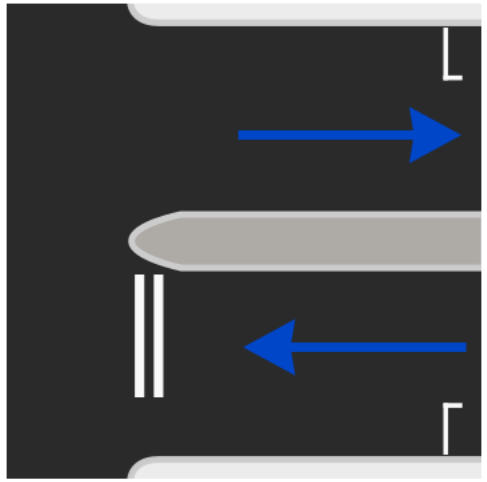

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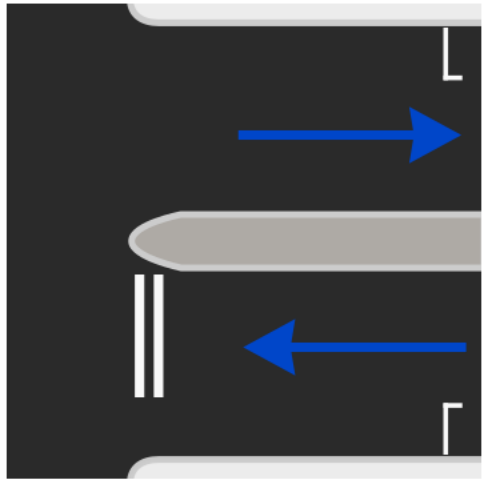
Layout diagram



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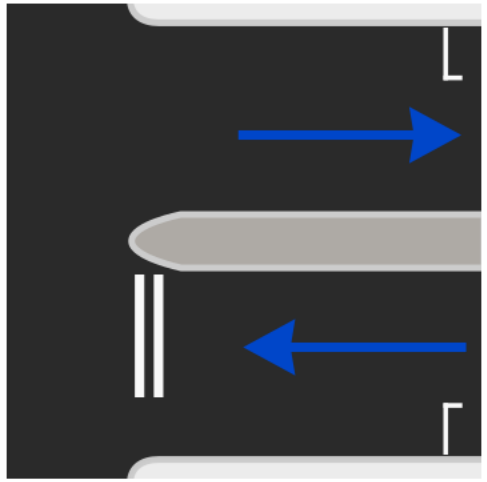
Layout diagram



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Clear inputs: RESET ALL

Site information

Jurisdiction:	Victoria
Midblock or intersection?	Intersection

Physical/environmental variables

Number of traffic directions:	Two
Centre treatment:	Raised median
Median width:	2 metres
Median acts as refuge:	No
Parking/shoulder:	Yes
Pedestrian visibility:	185 metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	4.7 metres	Crossing distance:	4.6 metres

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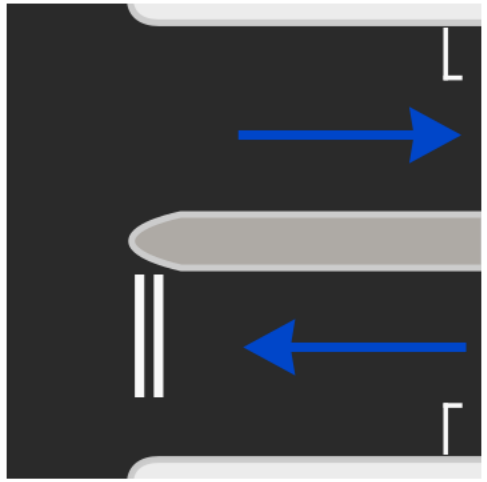

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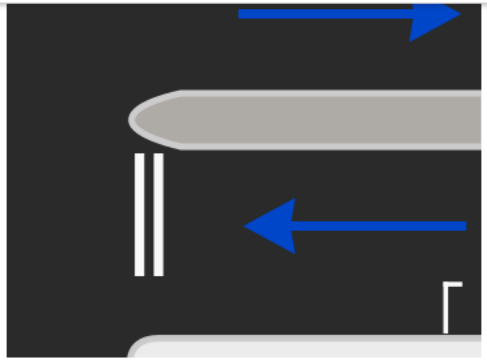

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Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
	No				

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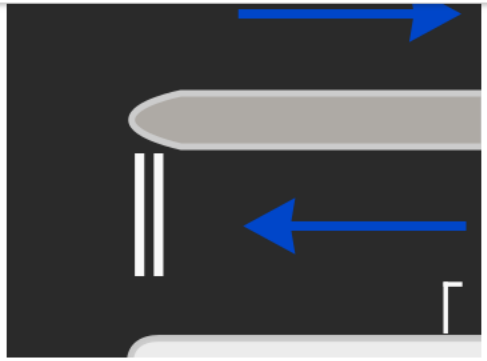

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Crash information

Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters

SHOW/HIDE

Existing facility

Kerb extensions

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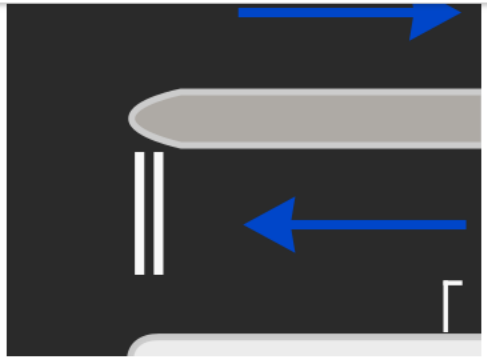

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Platform	No	Vehicle negotiation speed: 40 km/h			

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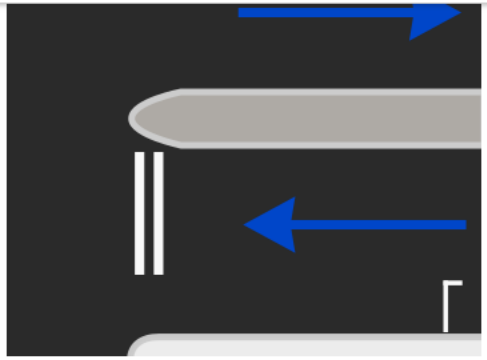

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Platform	No	Vehicle negotiation speed: 40 km/h			

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10.1 seconds
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1061 + 531 = **1,592 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Walk speed of average sensitive pedestrians: 1 m/s
Walk speed of average non-sensitive pedestrians: 1.2 m/s
Average cost of pedestrian crashes: $ 233298
Value of delay: $ 29.77 /hr
Pedestrian conversion factor: 0.6
Vehicle conversion factor: 0.4

Economic assessment parameters

Evaluation days per annum: 250
Project lifetime: 30 years
Discount rate: 7 %

Economic update factors

	Base date	Update factor to current date
Travel time costs/savings	June 2010	1
Vehicle operating costs/savings	June 2010	1
Crash costs/savings	June 2010	1

Expected crash reduction factors

Platform	Kerb extensions	Median refuge	Kerb extensions with median refuge	Zebra only	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
30 %	35 %	56 %	56 %	0 %	30 %	35 %	35 %	56 %	56 %	45 %	45 %	86 %

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

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Feasible facilities

Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE

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Evaluation days per annum:	250	
Project lifetime:	30	years
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	Base date	Update factor to current date
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Platform	Kerb extensions	Median refuge	Kerb extensions with median refuge	Zebra only	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
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Existing facility

Kerb extensions

CALCULATE FEASIBILITY

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Degree of pedestrian/turning vehicle conflict: High

Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**
Est. pedestrian crossing time (exposed):
10.1 seconds
Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Walk speed of average sensitive pedestrians:	1 m/s
Walk speed of average non-sensitive pedestrians:	1.2 m/s
Average cost of pedestrian crashes:	$ 233298
Value of delay:	$ 29.77 /hr
Pedestrian conversion factor:	0.6
Vehicle conversion factor:	0.4

Economic assessment parameters

Evaluation days per annum:	250
Project lifetime:	30 years
Discount rate:	7 %

Economic update factors

	Base date	Update factor to current date
Travel time costs/savings	June 2010	1
Vehicle operating costs/savings	June 2010	1
Crash costs/savings	June 2010	1

Expected crash reduction factors

Platform	Kerb extensions	Median refuge	Kerb extensions with median refuge	Zebra only	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
30 %	35 %	56 %	56 %	0 %	30 %	35 %	35 %	56 %	56 %	45 %	45 %	86 %

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Automatically calculate when inputs are updated?

Feasible facilities

Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE

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Austroads

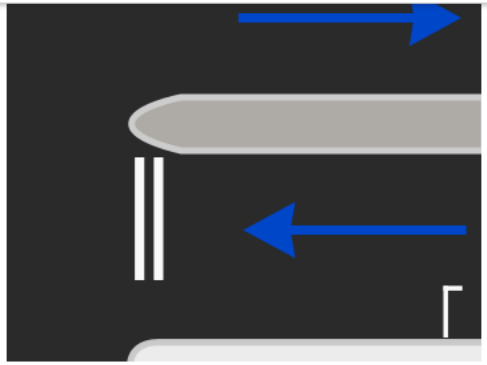
Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

Crossing distance: 4.7 metres

Crossing distance: 4.6 metres



Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

Estimated daily pedestrian volume: 126 ped/day

Average vehicle occupancy: 1.3 pers/veh

Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

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Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
	No				

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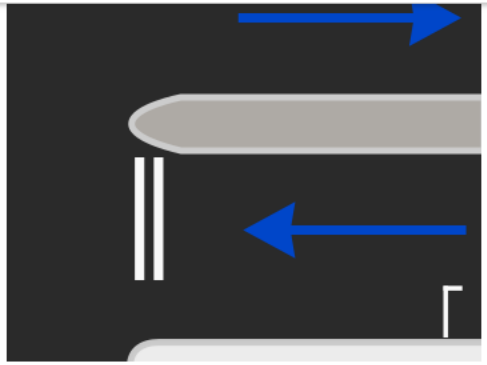

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	Direction 1	Direction 2
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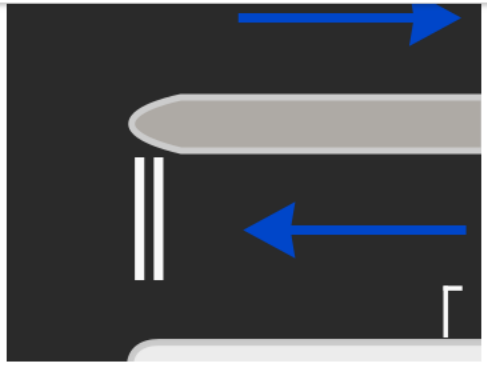

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Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
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1061 + 531 = **1,592 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

- No facility
- Platform
- Kerb extensions
- Median refuge
- Kerb extensions with median refuge
- Zebra only
- Zebra with platform
- Zebra with kerb extensions
- Zebra with platform and kerb extensions
- Zebra with median refuge
- Zebra with kerb extensions and median refuge
- Signals
- Signals with kerb extensions
- Grade separation

re to view the facility feasibility process (PDF)

Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No parameters	$ 10000	$ 0	☑

No

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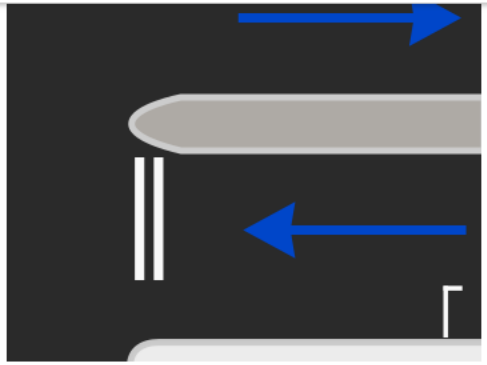

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Model parameters SHOW/HIDE

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Kerb extensions

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	No				

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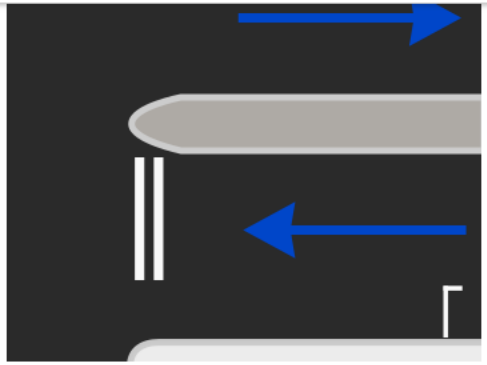

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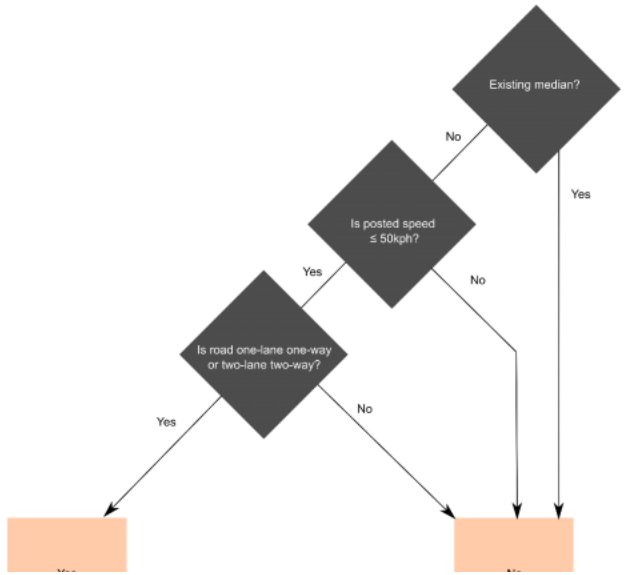
Australasian Pedestrian Facility Selection Tool [V2.0]

Facility feasibility assessment

The feasibility of different pedestrian crossing facilities for a site is assessed through a decision tree for each facility type.

- The variable ***speed*** refers to the highest value of posted speed or 85th percentile approach speed
- *Median refuges* are feasible in all situations where there is more than one trafficked lane, however if there is an existing median it is assumed to be retained regardless of whether it acts as a refuge in its current form
- Derived facilities (such as *Zebra with platform*) are only feasible if all parent facilities are feasible (in this example both *Zebra* **and** *Platform*)
- Median refuges and platforms are not available at the same facility but may be viable with or without kerb extensions
- For the jurisdictions of South Australia and Tasmania *Zebra crossings* are only feasible if on a platform – this means that *Zebra only*, *Zebra with kerb extensions*, *Zebra with median refuge* and *Zebra with kerb extensions and median refuge* are always determined to be unsuitable in these jurisdictions.



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Austroads

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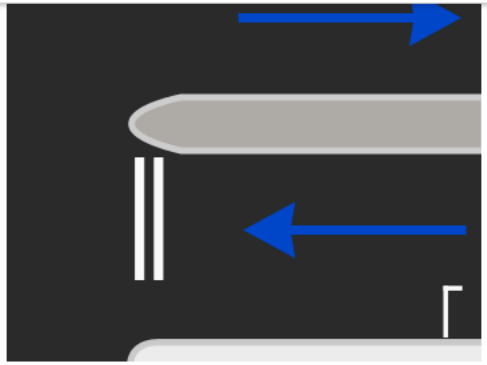

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Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

to view the facility feasibility process (PDF)

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
	No				

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Austroads

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Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
Platform	No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions *	No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☑
Median refuge	Yes	Direction 1 crossing distance: 4.2 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 4.3 metres	$ 45000	$ 500	☑
Kerb extensions with median refuge	Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 57000	$ 1000	☑
Zebra only	No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions	No				

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Feasible facilities

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No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
Platform	No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions *	No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☑
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Zebra only	No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions	No				

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Kerb extensions *	No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☑
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Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions	No				

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Zebra with platform and kerb extensions ?	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
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Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
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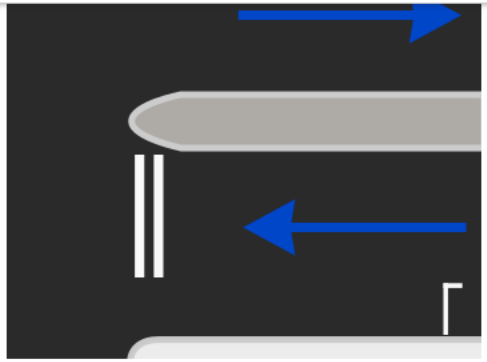
Austroads

Median acts as refuge: No
Parking/shoulder: Yes
Pedestrian visibility: 185 metres

Crossing distance: 4.7 metres
Crossing distance: 4.6 metres



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Average vehicle occupancy: 1.3 pers/veh
Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**
Est. pedestrian crossing time (exposed):
10.1 seconds
Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
	No				

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

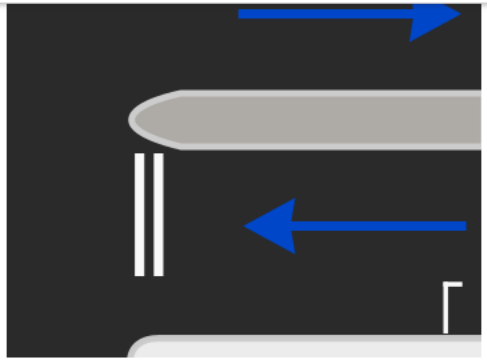
Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

Crossing distance: 4.7 metres

Crossing distance: 4.6 metres



Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT):

Peak sensitive pedestrian volume:

Peak non-sensitive pedestrian volume:

Estimated daily pedestrian volume:

Average vehicle occupancy:

Degree of pedestrian/turning vehicle conflict:

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Please select...
30 km/h
35 km/h
40 km/h
45 km/h
50 km/h
55 km/h
60 km/h
65 km/h
70 km/h
75 km/h
80 km/h
85 km/h
90 km/h
95 km/h
100 km/h
105 km/h
110 km/h

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

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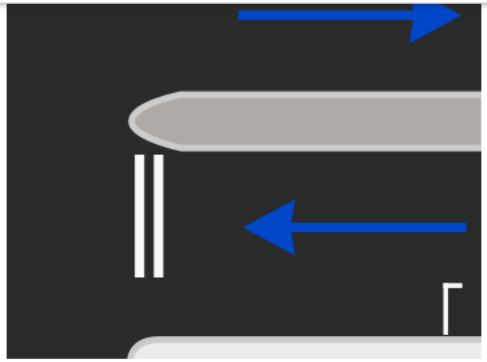

Operational variables

Posted speed limit: 50 km/h
Approach speed (85th percentile): 60 km/h
Traffic volume (AADT): 16400 veh/day
Peak sensitive pedestrian volume: 11 ped/hr
Peak non-sensitive pedestrian volume: 18 ped/hr
Estimated daily pedestrian volume: 126 ped/day
Average vehicle occupancy: 1.3 pers/veh
Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

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Existing facility

Kerb extensions

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

⚠ **Facility feasibility inputs have changed**
Please calculate again

Return to top of the page

Disclaimer

The Australasian Pedestrian Crossing Facility Selection Web Tool ("the tool") is freely provided by Austroads and is intended to help practitioners select an appropriate pedestrian crossing facility for a particular location. The tool is based on literature, and analytical and behavioural research coupled with a number of

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Crash information

Use crash model or crash history? Model

Model parameters

SHOW/HIDE

Existing facility

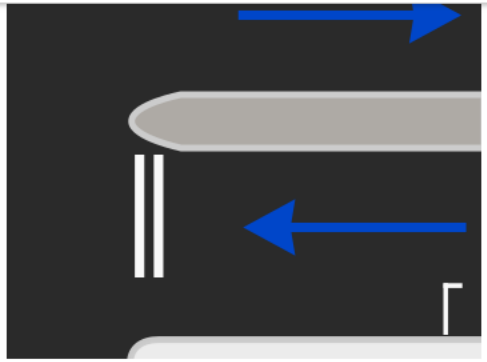
Kerb extensions

CALCULATE FEASIBILITY

to view the facility feasibility process (PDF)

Facility feasibility inputs have changed

Please calculate again



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Austroads

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
Platform	✗ No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions *	✗ No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☑
Median refuge	✓ Yes	Direction 1 crossing distance: 4.2 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 4.3 metres	$ 45000	$ 500	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 57000	$ 1000	☑
Zebra only	✗ No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Jurisdiction: Victoria

Midblock or intersection? Intersection

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.7 metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

Estimated daily pedestrian volume: 126 ped/day

Average vehicle occupancy: 1.3 pers/veh

Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

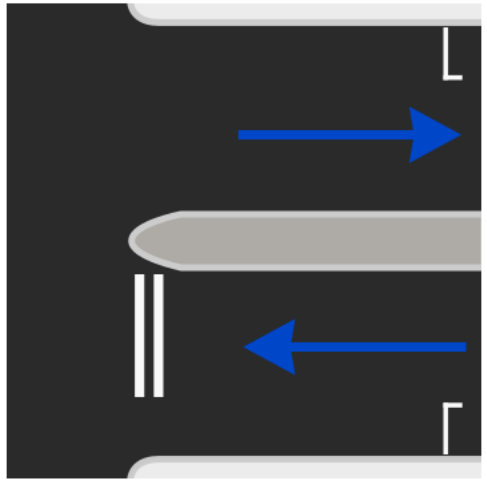
Existing facility

Kerb extensions

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Layout diagram



Site characteristics

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Est. pedestrian crossing time (exposed):

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

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Peak vehicle volume:	1061 veh/hr	531 veh/hr

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

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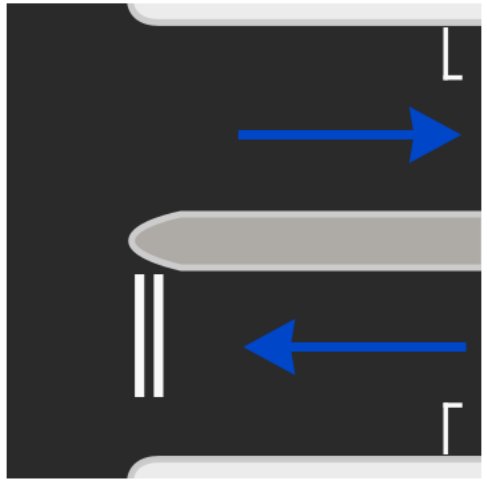
Layout diagram



Site characteristics

Exposed crossing distance:

0 + 2 + 4.6 = **6.6 metres**

Est. pedestrian crossing time (exposed):

5.9 seconds

Total peak hourly vehicle flow:

1061 + 531 = **1,592 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

Error

Some inputs are invalid, please check the highlighted input values and recalculate.

CLOSE

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Jurisdiction: Victoria

Midblock or intersection? Intersection

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

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Degree of pedestrian/turning vehicle conflict: High

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Crash information

Use crash model or crash history? Model

Model parameters

SHOW/HIDE

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

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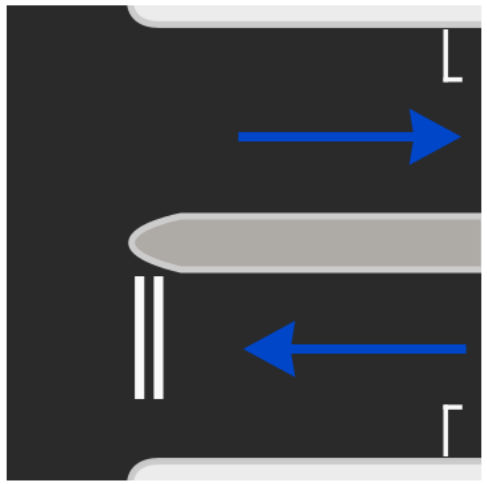
Layout diagram



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Jurisdiction: Victoria

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

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Parking/shoulder: Yes

Pedestrian visibility: 185 metres

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Flow:	Left to Right	Right to Left
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Existing facility

Kerb extensions

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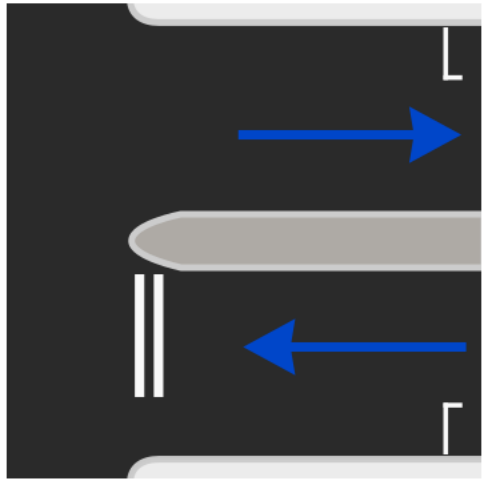
Layout diagram



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Austroads

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☑
Platform	✗ No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions *	✗ No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☑
Median refuge	✓ Yes	Direction 1 crossing distance: 4.2 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 4.3 metres	$ 45000	$ 500	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 57000	$ 1000	☑
Zebra only	✗ No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

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Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

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Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
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Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

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Zebra only	✗ No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

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Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☐
Platform	✗ No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☐
Kerb extensions *	✗ No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☑
Median refuge	✓ Yes	Direction 1 crossing distance: 4.2 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 4.3 metres	$ 45000	$ 500	☐
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 57000	$ 1000	☑
Zebra only	✗ No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☐
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

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Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☐
Platform	✗ No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions *	✗ No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☐
Median refuge	✓ Yes	Direction 1 crossing distance: 4.2 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 4.3 metres	$ 45000	$ 500	☐
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 57000	$ 1000	☑
Zebra only	✗ No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☐
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Kerb extensions with median refuge	Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 57000	$ 1000	☑
Zebra only	No Intersection location Not appropriate without formal median refuge	*No parameters*	$	$	☐
Zebra with platform	No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☐
Zebra with kerb extensions	No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with platform and kerb extensions	No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☐
Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☐
Zebra with kerb extensions and median refuge	No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☐
Signals	Yes	Cycle time: 120 seconds Percent of time in green pedestrian phase: 15 %	$ 94000	$ 7000	☐
Signals with kerb extensions	Yes	*Applies parameters from **Signals** above, plus:* Direction 1 crossing distance: 3.8 metres Median width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 105000	$ 8000	☐
Grade separation	No Intersection location	*No parameters*	$	$	☐

CALCULATE ASSESSMENT

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Signals	Yes	Percent of time in green pedestrian phase: 15 %	$ 94000	$ 7000	
Signals with kerb extensions	Yes	*Applies parameters from **Signals** above, plus:* Direction 1 crossing distance: 3.8 metres Median width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 105000	$ 8000	
Grade separation	No Intersection location	*No parameters*	$	$	

CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
Kerb extensions *	**No**	**44 sec**	**0 sec**	**0.03 /year**	**159 m**	**56 m**	**102 m**
Platform	No						
Kerb extensions with median refuge	Yes	11 sec	0 sec	0.02 /year	58 m	56 m	102 m

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
Kerb extensions *	E	F	F	**$ 88,000**		**$ 0**		**$ 95,000**			
Platform											
Kerb extensions with median refuge	B	D	C	$ 21,000	$ 66,000	$ 0	$ 0	$ 65,000	$ 31,000	$ 97,000	**1.4**

Notes

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		Percent of time in green pedestrian phase: 15 %	$ 94000	$ 7000	
Signals with kerb extensions	Yes	*Applies parameters from **Signals** above, plus:* Direction 1 crossing distance: 3.8 metres Median width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 105000	$ 8000	
Grade separation	No Intersection location	*No parameters*	$	$	

CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
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Platform											
Kerb extensions with median refuge	B	D	C	$ 21,000	$ 66,000	$ 0	$ 0	$ 65,000	$ 31,000	$ 97,000	**1.4**

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		Percent of time in green pedestrian phase: 15 %	$ 94000	$ 7000	
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Grade separation	No Intersection location	*No parameters*	$	$	

CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
Kerb extensions *	**No**	**44 sec**	**0 sec**	**0.03 /year**	**159 m**	**56 m**	**102 m**
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Kerb extensions *	E	F	F	**$ 88,000**		**$ 0**		**$ 95,000**			
Platform											
Kerb extensions with median refuge	B	D	C	$ 21,000	$ 66,000	$ 0	$ 0	$ 65,000	$ 31,000	$ 97,000	**1.4**

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		Percent of time in green pedestrian phase: 15 %	$ 94000	$ 7000	
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Grade separation	No Intersection location	*No parameters*	$	$	

CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
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Austroads

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Grade separation	No Intersection location	*No parameters*	$	$	

CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
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Kerb extensions *	E	F	F	**$ 88,000**		**$ 0**		**$ 95,000**			
Platform											
Kerb extensions with median refuge	B	D	C	$ 21,000	$ 66,000	$ 0	$ 0	$ 65,000	$ 31,000	$ 97,000	**1.4**

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Austroads

Traffic volume (AADT): 16400 veh/day | Peak vehicle volume: 1061 veh/hr | Peak vehicle volume: 531 veh/hr

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

Estimated daily pedestrian volume: 126 ped/day

Average vehicle occupancy: 1.3 pers/veh

Degree of pedestrian/turning vehicle conflict: High

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

Kerb extensions

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Automatically calculate when inputs are updated?

Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 10000	$ 0	☐
Platform	✗ No Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions ✱	✗ No Not appropriate without formal median refuge	Total crossing distance: 10.4 metres	$	$ 0	☐
Median refuge	✓ Yes	Direction 1 crossing distance: 4.2 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 4.3 metres	$ 45000	$ 500	☐

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Signals with kerb extensions	Yes	Direction 1 crossing distance: 3.8 metres Median width: 2.8 metres Direction 2 crossing distance: 3.8 metres	$ 105000	$ 8000	☐
Grade separation	No Intersection location	*No parameters*	$	$	☐

CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
Kerb extensions *	**No**	**44 sec**	**0 sec**	**0.03 /year**	**159 m**	**56 m**	**102 m**
Platform	No						
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	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
Kerb extensions *	E	F	F	$ 88,000		$ 0		$ 95,000			
Platform											
Kerb extensions with median refuge	B	D	C	$ 21,000	$ 66,000	$ 0	$ 0	$ 65,000	$ 31,000	$ 97,000	1.4

Notes

test note

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Version: 2.0.1

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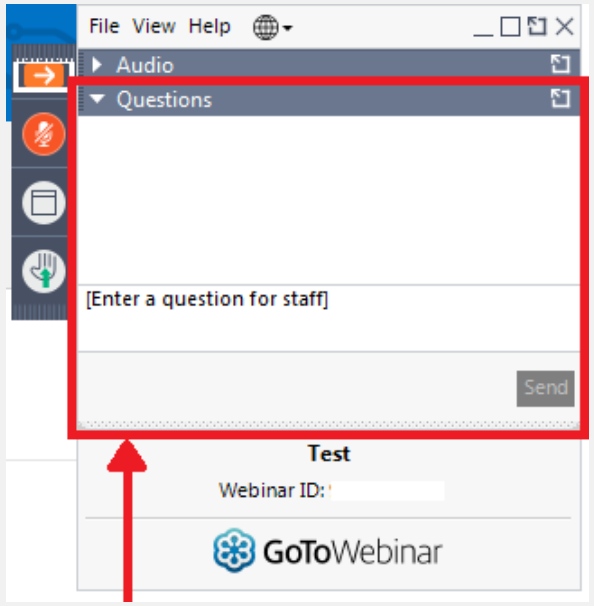


Please type your questions here

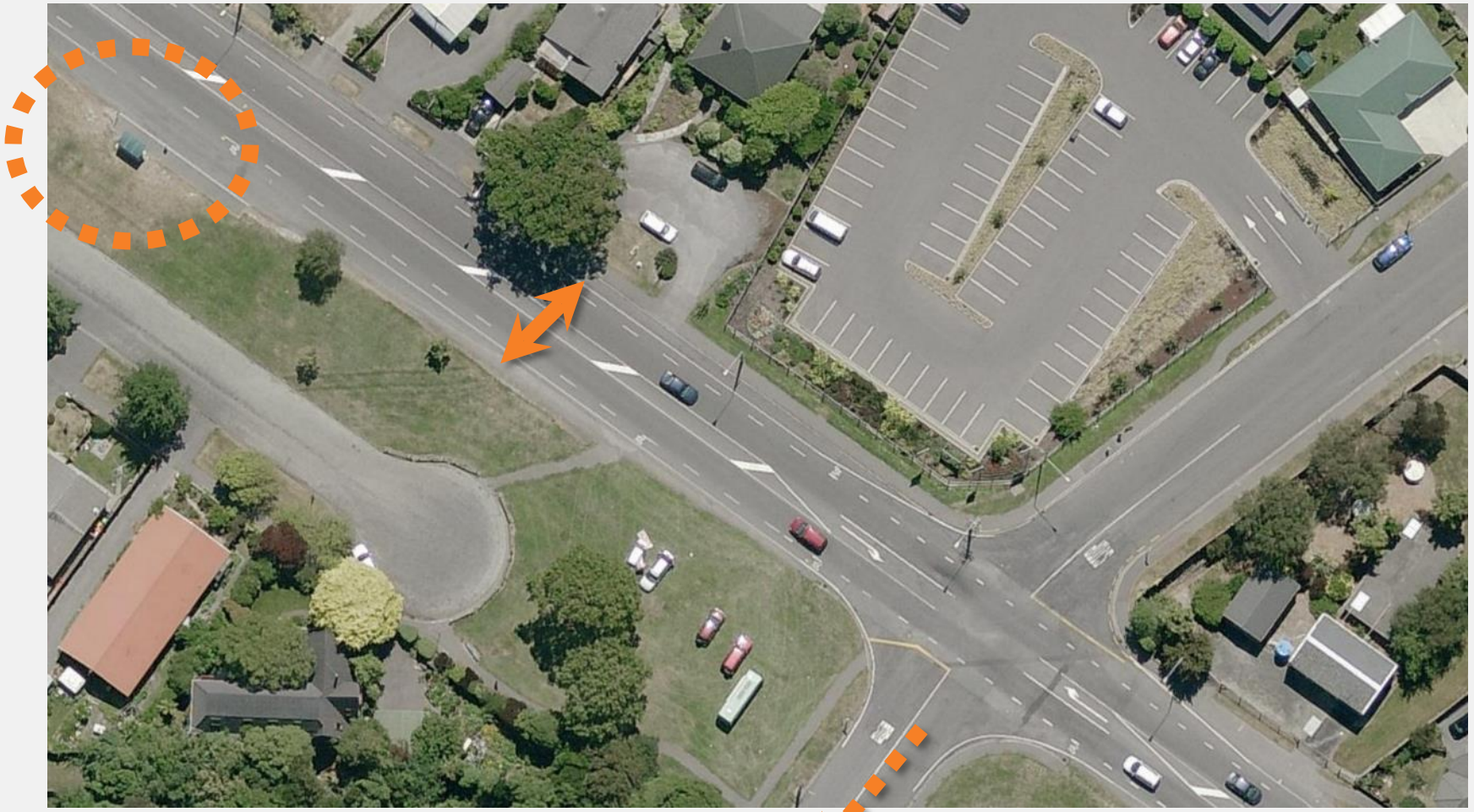
Let us know the slide number your question relates to

Worked example

Stacy Rendall

Austroads

Worked Example



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Austroads

Project details

Project name: User Guide example

Project location: at 1 Test Street

Option/assessment number: 1

Date of assessment: 16-03-2018

Save/load

Load file: Choose File | No file chosen — LOAD

Save to file: User Guide example_1_16-03-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Intersection

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	4.7 metres	Crossing distance:	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

Peak non-sensitive pedestrian volume: 18 ped/hr

Estimated daily pedestrian volume: 126 ped/day

Average vehicle occupancy: 1.3 pers/veh

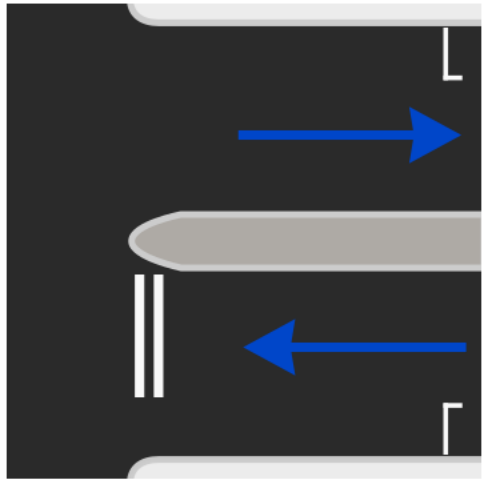
Degree of pedestrian/turning vehicle conflict: High

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	1061 veh/hr	Peak vehicle volume:	531 veh/hr

Crash information

Use crash model or crash history? Model

Layout diagram



Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

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Save to file: User Guide example_1_16-03-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Intersection

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Raised median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 185 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.7 metres	4.6 metres

Operational variables

Posted speed limit: 50 km/h

Approach speed (85th percentile): 55 km/h

Traffic volume (AADT): 16400 veh/day

Peak sensitive pedestrian volume: 11 ped/hr

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Estimated daily pedestrian volume: 126 ped/day

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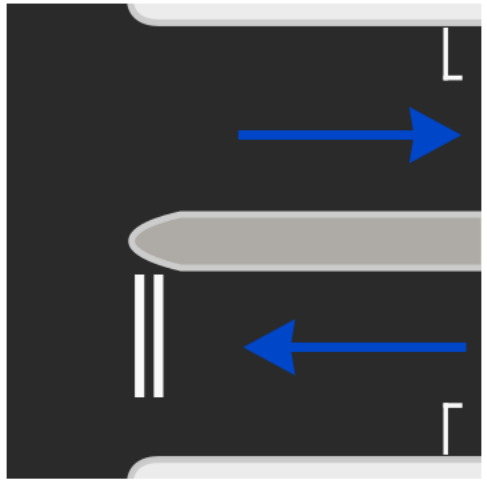
	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	1061 veh/hr	531 veh/hr

Crash information

Use crash model or crash history? Model

Layout diagram



Site characteristics

Exposed crossing distance:
4.7 + 2 + 4.6 = **11.3 metres**

Est. pedestrian crossing time (exposed):
10.1 seconds

Total peak hourly vehicle flow:
1061 + 531 = **1,592 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_15-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

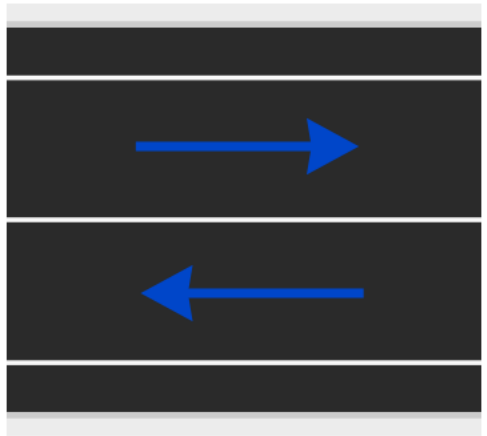
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

Not secure | austpedtool.com/#

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Webinar worked example

Project details

Project name: Webinar worked example

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Webinar worked example .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

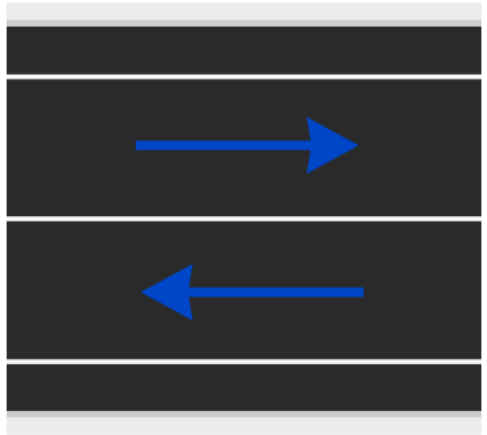
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Fourth Avenue, South East of Second Street

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Webinar worked example .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

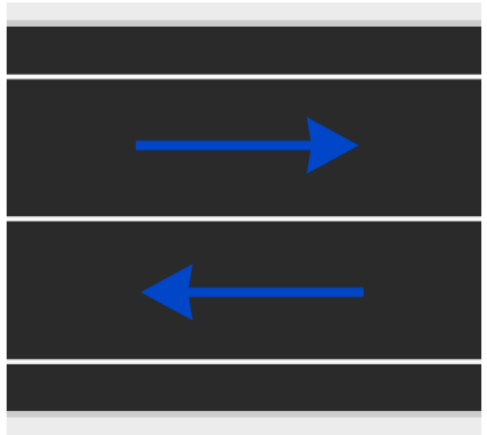
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment:

1

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Webinar worked example_1 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

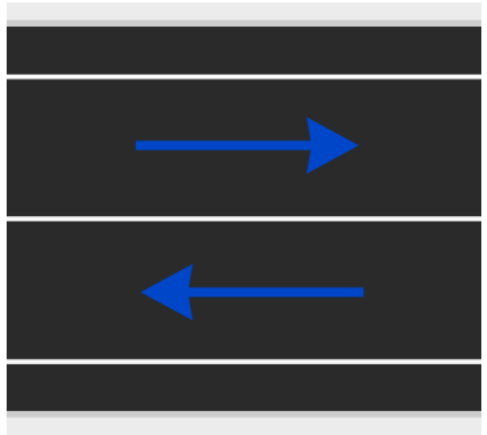
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

29-05-2018

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

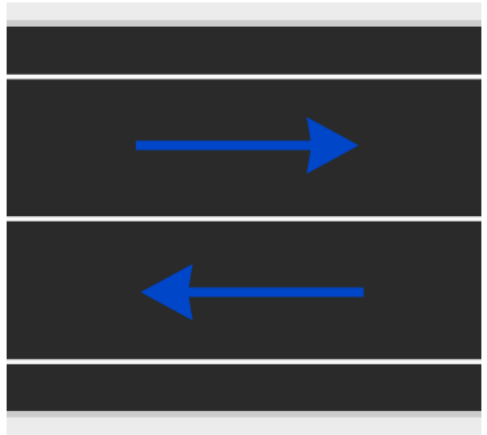
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Save/load

Load file: Choose File | No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1

Flow: Left to Right

Traffic lanes: 1

Crossing distance: metres

Direction 2

Flow: Right to Left

Traffic lanes: 1

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

Peak vehicle volume: veh/hr

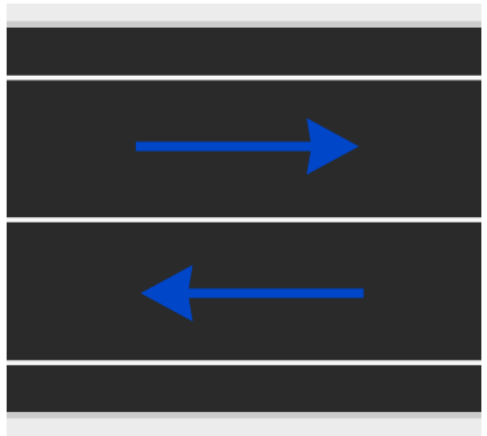
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection?

Please select...
Queensland
New South Wales
Victoria
ACT
South Australia
Northern Territory
Western Australia
Tasmania
New Zealand

Victoria

Physical/environmental v

Number of traffic directio

Centre treatment:

Parking/shoulder:

Pedestrian visibility: metres

Direction 1

Flow: Left to Right

Traffic lanes: 1

Crossing distance: metres

Direction 2

Flow: Right to Left

Traffic lanes: 1

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

Peak vehicle volume: veh/hr

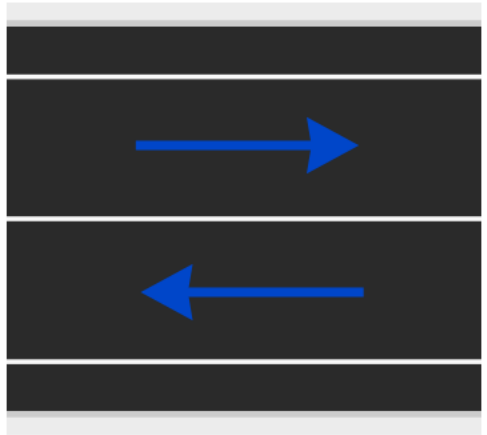
Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Existing facility

Layout diagram

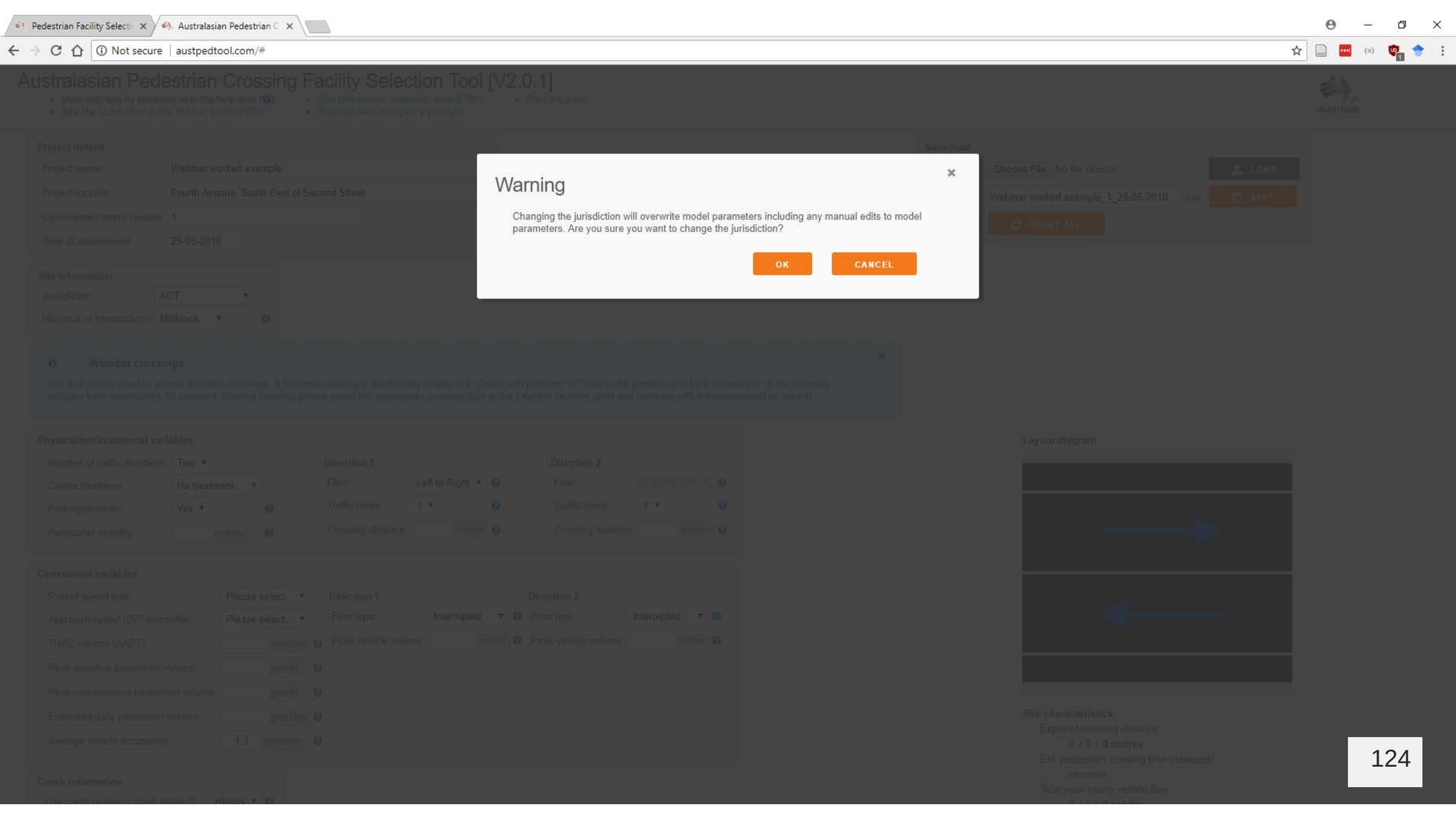


Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**


Pedestrian Facility Selecti
Australasian Pedestrian C
Not secure
austpedtool.com/#
Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]
Warning
Changing the jurisdiction will overwrite model parameters including any manual edits to model parameters. Are you sure you want to change the jurisdiction?
OK
CANCEL

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

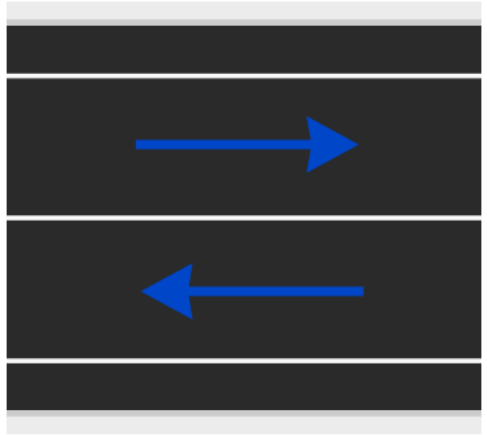
Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

Use crash model or crash history? History

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Save/load

Load file: Choose File | No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock (Midblock / Intersection)

Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

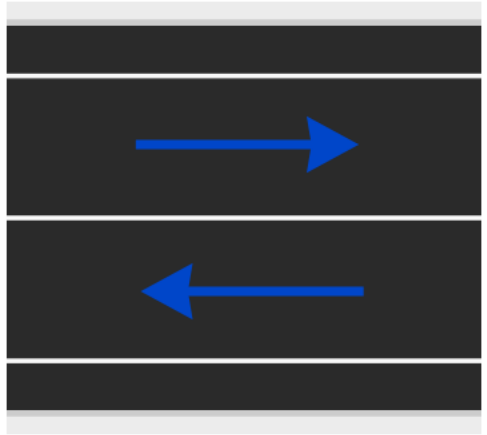
Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

Use crash model or crash history? History

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

Pedestrian Facility Selecti | Australasian Pedestrian C

Not secure | austpedtool.com/index.html

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two (One / Two)

Two

Centre treatment: ment

Parking/shoulder: Yes

Pedestrian visibility: metres

tion 2

Flow: Left to Right

Traffic lanes: 1

Crossing distance: metres

Flow: Right to Left

Traffic lanes: 1

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

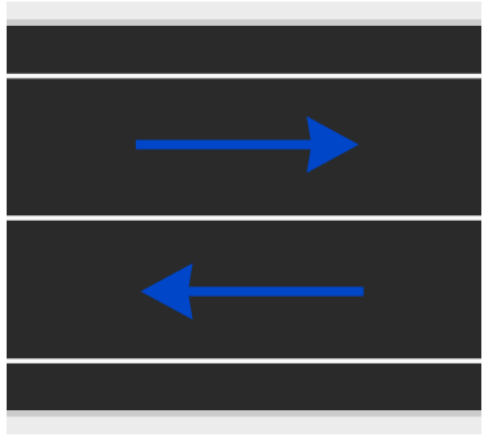
Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

Not secure | austpedtool.com/index.html

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

No treatment
Painted median
Raised median

Painted median

Median width:

Median acts as refuge:

Parking/shoulder: Yes

Pedestrian visibility: metres

Direc

Right to Left

Traffic lanes:

Traffic lanes: 1

Crossing distance: metres

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

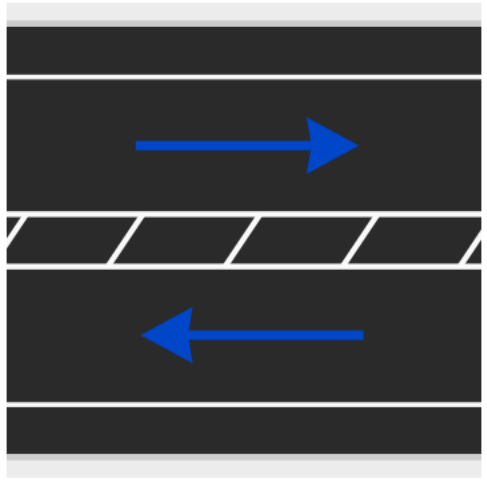
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Option/assessment number: 1

Date of assessment: 29-05-2018

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: metres

2 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
		1
Crossing distance:	metres	Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

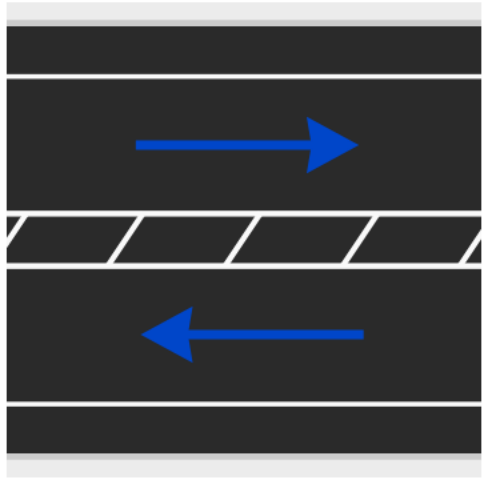
	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 2 + 0 = **2 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

Pedestrian Facility Selecti | Australasian Pedestrian C

Not secure | austpedtool.com/index.html

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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- See the Quick-start guide or User guide (PDF)
- Site information collection form (PDF)
- Request help or report a problem
- Print the page

Austroads

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes (No / Yes)

Parking/shoulder:

Pedestrian visibility: metres

Direction 1

Flow: Left to Right

Traffic lanes:

Direction 2

Flow: Right to Left

Traffic lanes: 1

sing distance: metres

Yes

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

Peak vehicle volume: veh/hr

Crash information

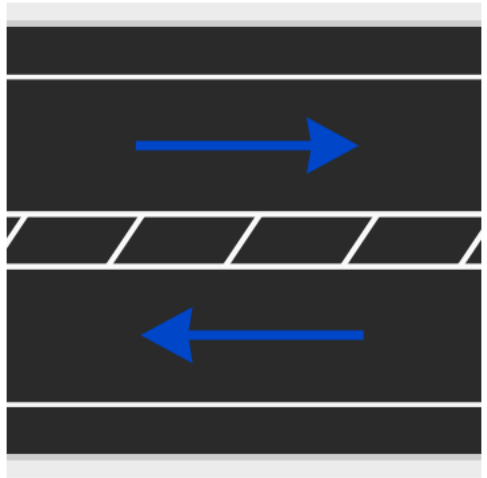
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes (No / Yes)

Pedestrian visibility: metres

Yes

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

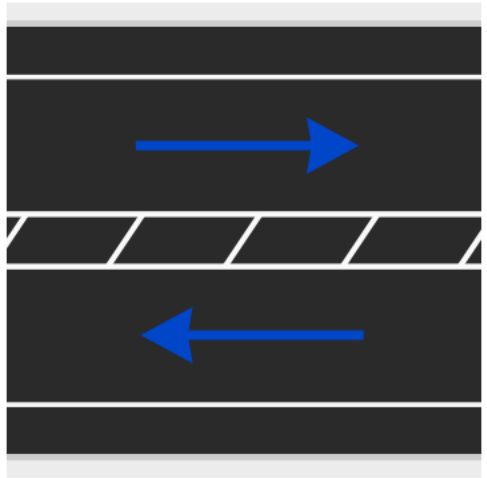
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 m

200 metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

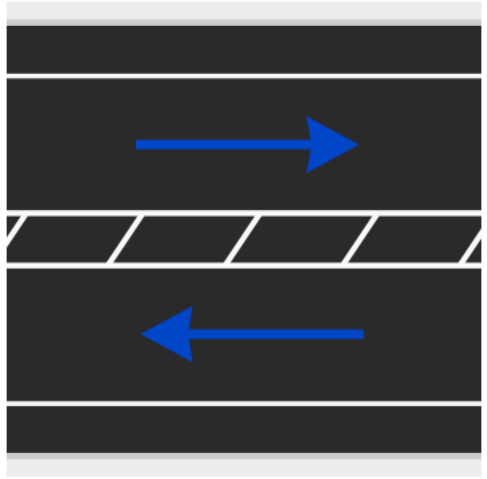
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right (Left to Right / Right to Left)	
Traffic lanes:		1
Crossing distance:	metres	metres

Left to Right

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

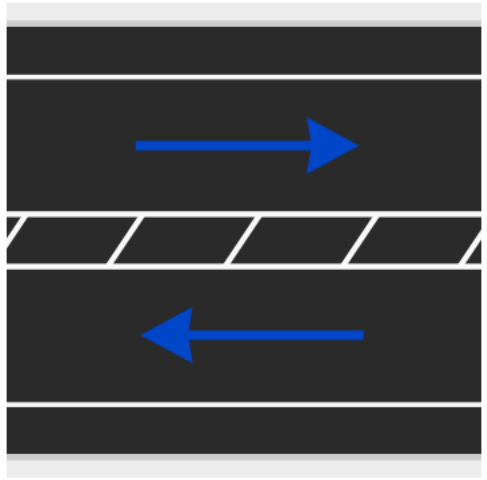
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Austroads

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	
Traffic lanes:	1 (1, 2)	
Crossing distance:	metres	Crossing distance: metres

1

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

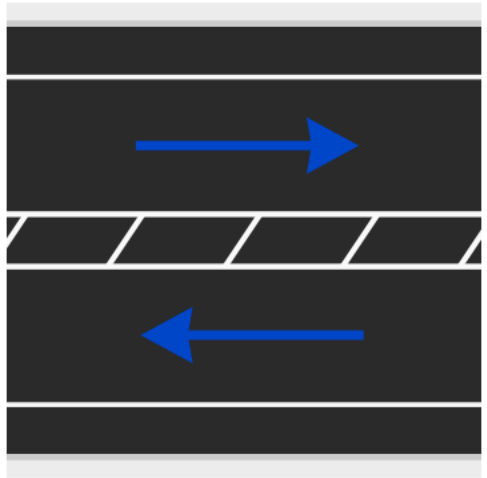
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1		
Crossing distance:	4.5 m		

4.5 metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

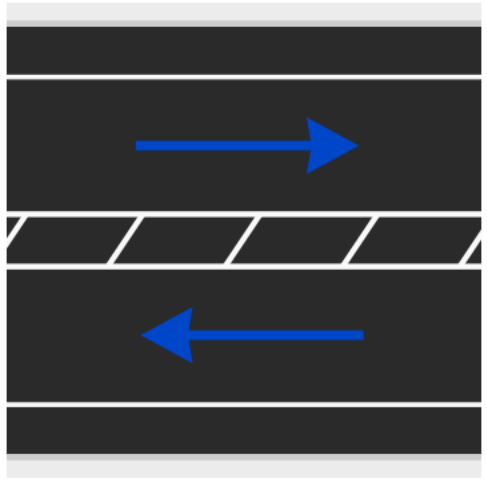
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 0 = **4.5 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Austroads

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

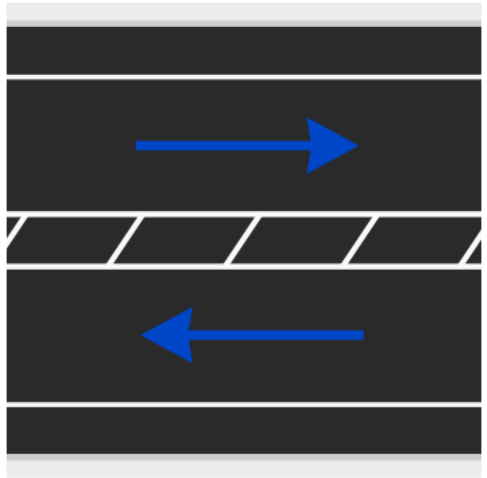
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 0 = **4.5 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1 (1 / 2)
Crossing distance:	4.5 metres	metres

1

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

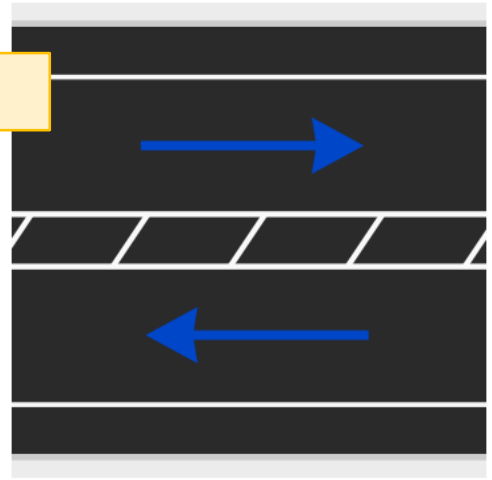
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 0 = **4.5 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4

4.4 metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

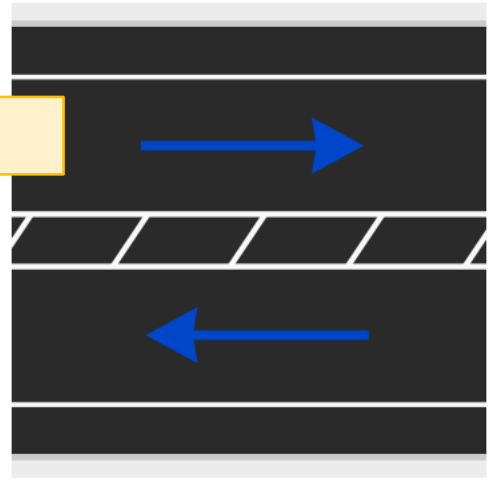
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

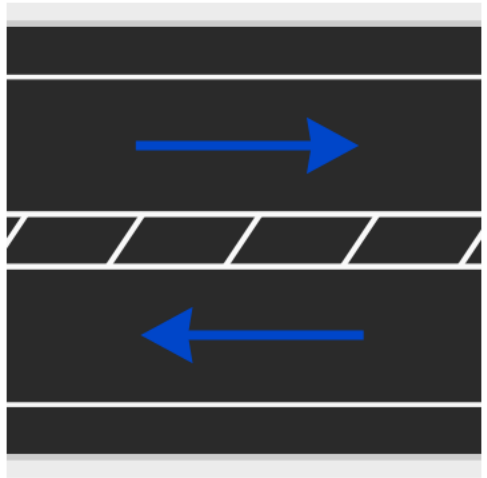
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Please select...
30 km/h
40 km/h
50 km/h
60 km/h
70 km/h
80 km/h
90 km/h
100 km/h
110 km/h

60 km/h

Approach speed (85th percentile):

Traffic volume (AADT):

Peak sensitive pedestrian volume:

Peak non-sensitive pedestrian volume:

Estimated daily pedestrian volume:

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

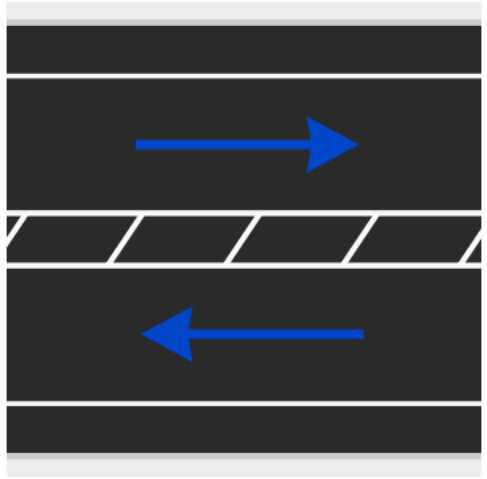
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT):

Peak sensitive pedestrian volume:

Peak non-sensitive pedestrian volume:

Estimated daily pedestrian volume:

Average vehicle occupancy:

Direction 1

Peak vehicle volume: veh/hr

Peak vehicle volume: veh/hr

Please select...
30 km/h
35 km/h
40 km/h
45 km/h
50 km/h
55 km/h
60 km/h
65 km/h
70 km/h
75 km/h
80 km/h
85 km/h
90 km/h
95 km/h
100 km/h
105 km/h
110 km/h

65 km/h

Crash information

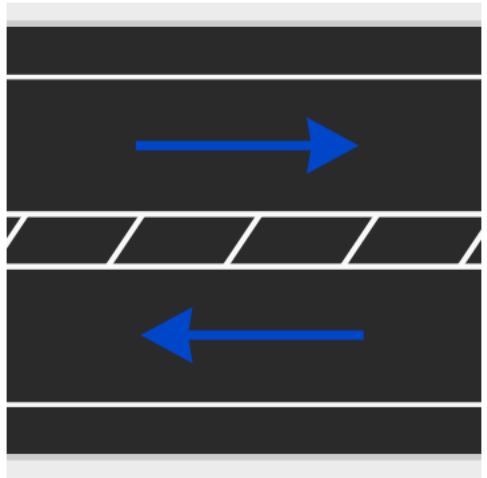
Use crash model or crash history?

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle:		veh/hr

17500 veh/day

Crash information

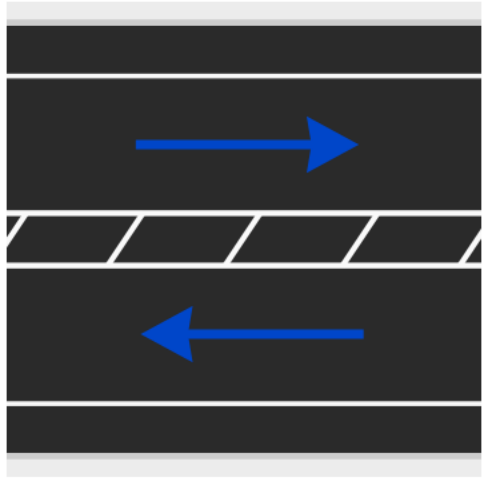
Use crash model or crash history? History

Years of crash history:

Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Wombat crossings

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Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two	Flow:	Left to Right	Flow:	Right to Left
Centre treatment:	Painted median	Traffic lanes:	1	Traffic lanes:	1
Median width:	2 metres	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Median acts as refuge:	Yes				
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h				
Approach speed (85th percentile):	65 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Traffic volume (AADT):	17500 veh/day	Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	ped/hr				
Estimated daily pedestrian volume:	ped/day				
Average vehicle occupancy:	1.3 pers/veh				

12 ped/hr

Crash information

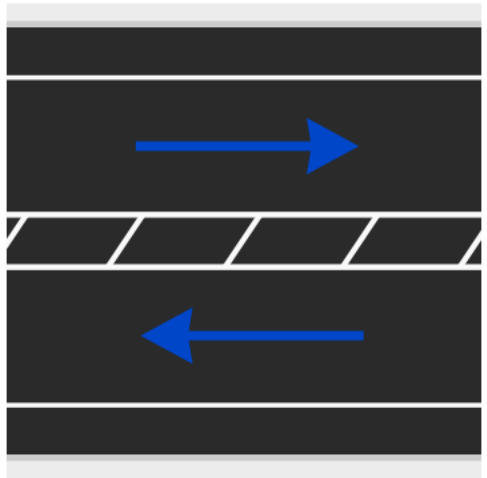
Use crash model or crash history?	History
Years of crash history:	
Number of pedestrian injury crashes:	

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**
Est. pedestrian crossing time (exposed):
4.5 + 4.4 = **8.9 seconds**
Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two	Flow:	Left to Right	Flow:	Right to Left
Centre treatment:	Painted median	Traffic lanes:	1	Traffic lanes:	1
Median width:	2 metres	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Median acts as refuge:	Yes				
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Approach speed (85th percentile):	65 km/h	Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr
Traffic volume (AADT):	17500 veh/day				
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	ped/day				
Average vehicle occupancy:	1.3 pers/veh				

20 ped/hr

Crash information

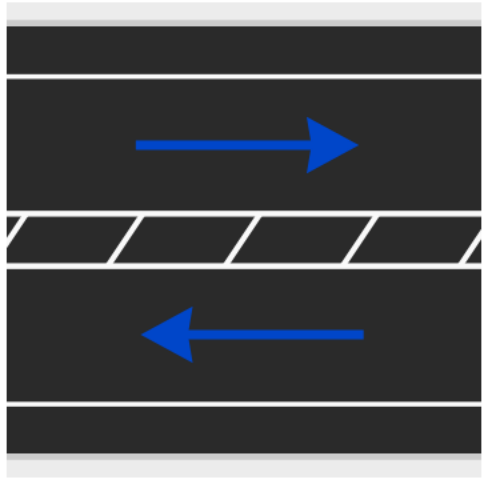
Use crash model or crash history?	History
Years of crash history:	
Number of pedestrian injury crashes:	

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**
Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**
Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two	Flow:	Left to Right	Flow:	Right to Left
Centre treatment:	Painted median	Traffic lanes:	1	Traffic lanes:	1
Median width:	2 metres	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Median acts as refuge:	Yes				
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Approach speed (85th percentile):	65 km/h	Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr
Traffic volume (AADT):	17500 veh/day				
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	ped/day				
Average vehicle occupancy:	1.3 pers/veh				

Crash information

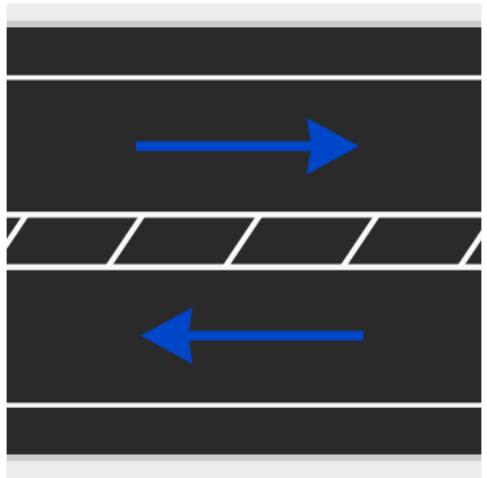
Use crash model or crash history?	History
Years of crash history:	
Number of pedestrian injury crashes:	

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.3 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

157 ped/day

Crash information

Use crash model or crash history? History

Years of crash history:

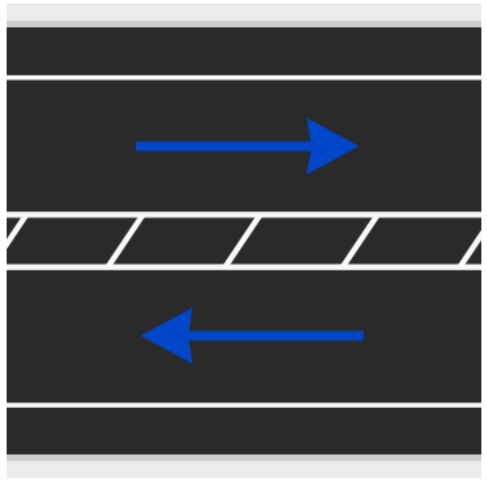
Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.2 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

1.2 veh/day

Crash information

Use crash model or crash history? History

Years of crash history:

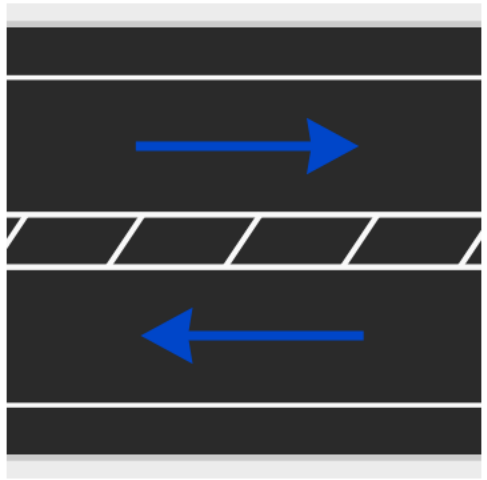
Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
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Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Interrupted

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.2 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted (Uninterrupted / Interrupted)	Interrupted
Peak vehicle volume:		veh/hr

Crash information

Use crash model or crash history? History

Years of crash history:

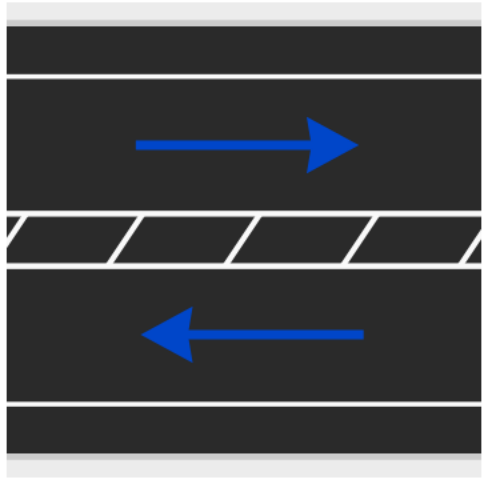
Number of pedestrian injury crashes:

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
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Total peak hourly vehicle flow:
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Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two	Flow:	Left to Right	Flow:	Right to Left
Centre treatment:	Painted median	Traffic lanes:	1	Traffic lanes:	1
Median width:	2 metres	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Median acts as refuge:	Yes				
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h				
Approach speed (85th percentile):	65 km/h	Flow type:	Interrupted	Flow type:	
Traffic volume (AADT):	17500 veh/day	Peak vehicle volume:	712 veh/hr		
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	157 ped/day				
Average vehicle occupancy:	1.2 pers/veh				

712 veh/hr

Crash information

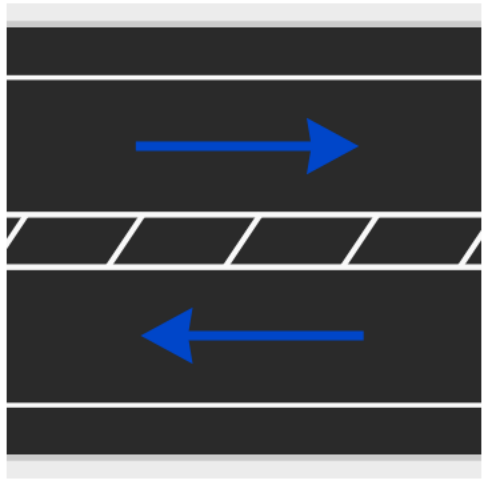
Use crash model or crash history?	History
Years of crash history:	
Number of pedestrian injury crashes:	

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
712 + 0 = **712 veh/hr**

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Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two	Flow:	Left to Right	Flow:	Right to Left
Centre treatment:	Painted median	Traffic lanes:	1	Traffic lanes:	1
Median width:	2 metres	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Median acts as refuge:	Yes				
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Approach speed (85th percentile):	65 km/h	Peak vehicle volume:	712 veh/hr	Peak vehicle volume:	918 veh/hr
Traffic volume (AADT):	17500 veh/day				
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	157 ped/day				
Average vehicle occupancy:	1.2 pers/veh				

918 veh/hr

Crash information

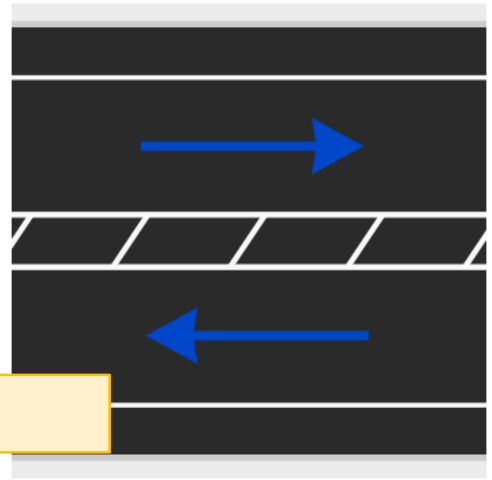
Use crash model or crash history?	History
Years of crash history:	
Number of pedestrian injury crashes:	

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
712 + 918 = **1,630 veh/hr**

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Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two	Flow:	Left to Right	Flow:	Right to Left
Centre treatment:	Painted median	Traffic lanes:	1	Traffic lanes:	1
Median width:	2 metres	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Median acts as refuge:	Yes				
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Approach speed (85th percentile):	65 km/h	Peak vehicle volume:	712 veh/hr	Peak vehicle volume:	918 veh/hr
Traffic volume (AADT):	17500 veh/day				
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	157 ped/day				
Average vehicle occupancy:	1.2 pers/veh				

Crash information

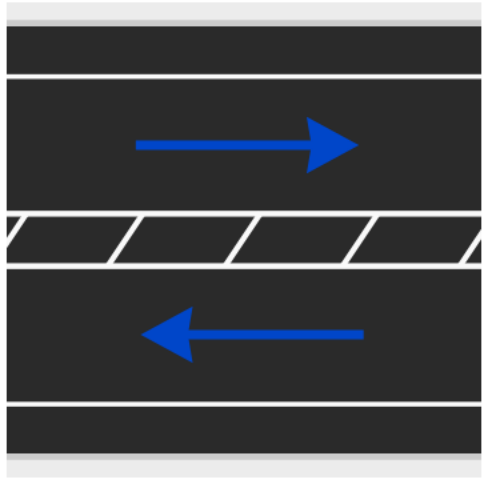
Use crash model or crash history?	History
Years of crash history:	
Number of pedestrian injury crashes:	

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



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Median width: 2 metres

Median acts as refuge: Yes

Parking/shoulder: Yes

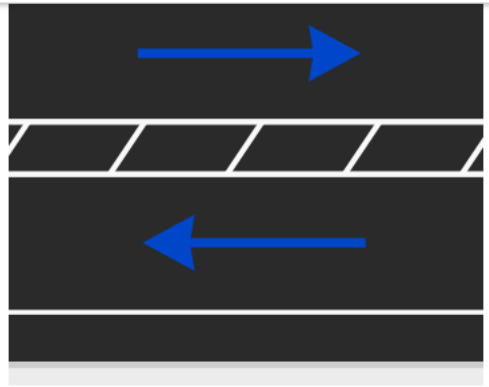
Pedestrian visibility: 200 metres

Traffic lanes: 1

Crossing distance: 4.5 metres

Traffic lanes: 1

Crossing distance: 4.4 metres



Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.2 pers/veh

Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	712 veh/hr	Peak vehicle volume:	918 veh/hr

Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
712 + 918 = **1,630 veh/hr**

Crash information

Use crash model or crash history? Model (History / Model)

Model

Model parameters SHOW/HIDE

Existing facility

No facility

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Return to top of the page

Disclaimer

The Australasian Pedestrian Crossing Facility Selection Web Tool ("the tool") is freely provided by Austroads and is intended to help practitioners select an appropriate pedestrian crossing facility for a particular location. The tool is based on literature, and analytical and behavioural research coupled with a number of mathematical models. Its development is detailed in the Austroads report Development of the Pedestrian Facility Selection Tool (PDF).As with all mathematical models care must be taken to understand input limitations and background assumptions when interpreting the outputs. The tool does not replace professional engineering or planning advice and Austroads does not accept any responsibility regarding the tool. While we have endeavoured to ensure the information output by the tool is appropriate, we make no representations or warranties of any kind about the completeness, accuracy, reliability, suitability or availability with respect to the outputs. Any reliance you place on such information is strictly at your own risk and it is your responsibility to check all information output by the tool.

Version: 2.0.1

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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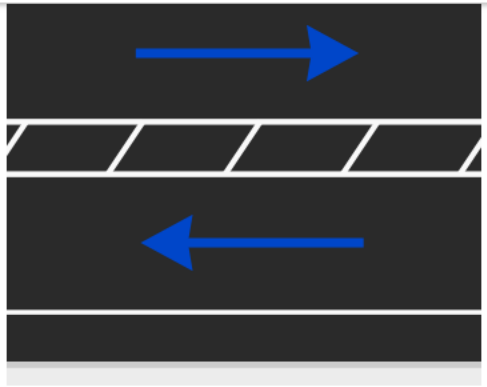
Median width: 2 metres
Median acts as refuge: Yes
Parking/shoulder: Yes
Pedestrian visibility: 200 metres

Traffic lanes: 1
Crossing distance: 4.5 metres

Traffic lanes: 1
Crossing distance: 4.4 metres



Operational variables

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Approach speed (85th percentile): 65 km/h
Traffic volume (AADT): 17500 veh/day
Peak sensitive pedestrian volume: 12 ped/hr
Peak non-sensitive pedestrian volume: 20 ped/hr
Estimated daily pedestrian volume: 157 ped/day
Average vehicle occupancy: 1.2 pers/veh

Direction 1
Flow type: Interrupted
Peak vehicle volume: 712 veh/hr

Direction 2
Flow type: Interrupted
Peak vehicle volume: 918 veh/hr

Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**
Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**
Total peak hourly vehicle flow:
712 + 918 = **1,630 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

No facility

CALCULATE FEASIBILITY

Click here to view the facility feasibility process (PDF)

Return to top of the page

Disclaimer

Version: 2.0.1

Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Traffic volume (AADT): 17500 veh/day | Peak vehicle volume: 712 veh/hr | Peak vehicle volume: 918 veh/hr

Peak sensitive pedestrian volume: 12 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.2 pers/veh

Site characteristics

Exposed crossing distance:
4.5 + 4.4 = **8.9 metres**

Est. pedestrian crossing time (exposed):
4 + 3.9 = **7.9 seconds**

Total peak hourly vehicle flow:
712 + 918 = **1,630 veh/hr**

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Walk speed of average sensitive pedestrians: 1 m/s

Walk speed of average non-sensitive pedestrians: 1.2 m/s

Average cost of pedestrian crashes: $ 233298

Value of delay: $ 29.77 /hr

Pedestrian conversion factor: 0.6

Vehicle conversion factor: 0.4

Economic assessment parameters

Evaluation days per annum: 250

Project lifetime: 30 years

Discount rate: 7 %

Economic update factors

	Base date	Update factor to current date
Travel time costs/savings	June 2010	1
Vehicle operating costs/savings	June 2010	1
Crash costs/savings	June 2010	1

Expected crash reduction factors

Platform	Kerb extensions	Median refuge	Kerb extensions with median refuge	Zebra only	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
30 %	35 %	56 %	56 %	0 %	30 %	35 %	35 %	56 %	56 %	45 %	45 %	86 %

Existing facility

No facility

CALCULATE FEASIBILITY

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Travel time costs/savings	June 2010	1
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Crash costs/savings	June 2010	1

No facility
Platform
Kerb extensions
Median refuge
Kerb extensions with median refuge
Zebra only
Zebra with platform
Zebra with kerb extensions
Zebra with platform and kerb extensions
Zebra with median refuge
Zebra with kerb extensions and median refuge
Signals
Signals with kerb extensions
Grade separation

No facility

Kerb extensions with median refuge	Zebra only	Zebra with platform	Zebra with kerb extensions	Zebra with platform and kerb extensions	Zebra with median refuge	Zebra with kerb extensions and median refuge	Signals	Signals with kerb extensions	Grade separation
56 %	0 %	30 %	35 %	35 %	56 %	56 %	45 %	45 %	86 %

No facility

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Median width:	2 metres	Traffic lanes:	1	Traffic lanes:	1
Median acts as refuge:	Yes	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Approach speed (85th percentile):	65 km/h	Peak vehicle volume:	712 veh/hr	Peak vehicle volume:	918 veh/hr
Traffic volume (AADT):	17500 veh/day				
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	157 ped/day				
Average vehicle occupancy:	1.2 pers/veh				

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

No facility

CALCULATE FEASIBILITY

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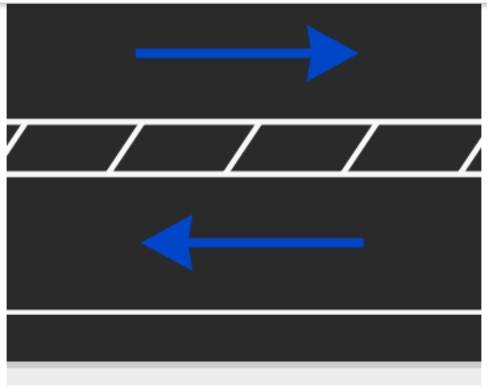

Site characteristics

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Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility *	*N/a*	*No parameters*	$	$ 0	☑
Platform	✗ No Posted speed > 50km/h Not appropriate without formal median refuge	Vehicle negotiation speed: Please select...	$	$	☑
Kerb extensions	✗ No Not appropriate without formal median refuge	Total crossing distance: metres	$	$	☑
Median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Zebra only	✗ No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

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Kerb extensions	✗ No Not appropriate without formal median refuge	Total crossing distance: metres	$	$	☑
Median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Zebra only	✗ No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

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Platform	✗ No Posted speed > 50km/h Not appropriate without formal median refuge	Vehicle negotiation speed: Please select...	$	$	☑
Kerb extensions	✗ No Not appropriate without formal median refuge	Total crossing distance: metres	$	$	☑
Median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Zebra only	✗ No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform ?	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions ?	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

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Kerb extensions with median refuge	Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Zebra only	No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑
Signals	Yes	Signals activated by pedestrian call button? Please select...	$	$ 0	☐
Signals with kerb extensions	Yes	*Applies parameters from **Signals** above, plus:* Direction 1 crossing distance: metres Median width: metres Direction 2 crossing distance: metres	$	$ 0	☐
Grade separation	Maybe Max. of approach/posted speed < 75km/h	*No parameters*	$	$ 0	☐

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Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility *	*N/a*	*No parameters*	$	$ 0	☑
Platform	✗ No Posted speed > 50km/h Not appropriate without formal median refuge	Vehicle negotiation speed: Please select...			☑
Kerb extensions	✗ No Not appropriate without formal median refuge	Total crossing distance: metres			☑
Median refuge	✓ Yes	Direction 1 crossing distance: 4.1 metres Median refuge width: 2.9 metres Direction 2 crossing distance: 4.0 metres	$ 31000	$ 3000	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: metres Median refuge width: metres Direction 2 crossing distance: metres	$	$ 0	☑
Zebra only	✗ No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	✗ No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

$31,000

$3,000

4.1 metres
2.9 metres
4.0 metres

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Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility *	*N/a*	*No parameters*	$	$ 0	☑
Platform	✗ No Posted speed > 50km/h Not appropriate without formal median refuge	Vehicle negotiation speed: Please select...	$	$	☑
Kerb extensions	✗ No Not appropriate without formal median refuge	Total crossing distance: metres	$	$	☑
Median refuge	✓ Yes	Direction 1 crossing distance: 4.1 metres Median refuge width: 2.9 metres Direction 2 crossing distance: 4.0 metres	$47,000	$4,000	☑
Kerb extensions with median refuge	✓ Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.9 metres	$ 47000	$ 4000	☑
Zebra only	✗ No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	✗ No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	✗ No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
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Zebra with median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	✗ No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

3.8 metres
2.8 metres
3.9 metres

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Zebra only	No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑
Signals	Yes	Signals activated by pedestrian call button? Please select...	$	$ 0	☐
Signals with kerb extensions	Yes	*Applies parameters from **Signals** above, plus:* Direction 1 crossing distance: metres Median width: metres Direction 2 crossing distance: metres	$	$ 0	☐
Grade separation	Maybe Max. of approach/posted speed < 75km/h	*No parameters*	$	$ 0	☐

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Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
No facility ✱	**N/a**	**11 sec**	**0 sec**	**0.05 /year**	**81 m**	**73 m**	**127 m**
Platform	No						
Kerb extensions	No						
Median refuge	Yes	10 sec	0 sec	0.02 /year	74 m	73 m	127 m
Kerb extensions with median refuge	Yes	10 sec	0 sec	0.02 /year	70 m	73 m	127 m
Zebra only	No						
Zebra with platform	No						
Zebra with kerb extensions	No						
Zebra with platform and kerb extensions	No						
Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility ✱	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
Platform											
Kerb extensions											
Median refuge	B	C	C	$ 26,000	$ 3,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 93,000	**1.4**
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 4,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 94,000	**1.0**
Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
Zebra with median refuge											
Zebra with kerb extensions and median refuge											

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Zebra only	No						
Zebra with platform	No						
Zebra with kerb extensions	No						
Zebra with platform and kerb extensions	No						
Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility ✱	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
Platform											
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Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
Zebra with median refuge											
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Zebra only	No						
Zebra with platform	No						
Zebra with kerb extensions	No						
Zebra with platform and kerb extensions	No						
Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility ✱	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
Platform											
Kerb extensions											
Median refuge	B	C	C	$ 26,000	$ 3,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 93,000	**1.4**
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 4,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 94,000	**1.0**
Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
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Zebra with kerb extensions and median refuge											

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Zebra only	No						
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Zebra with platform and kerb extensions	No						
Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility ✱	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
Platform											
Kerb extensions											
Median refuge	B	C	C	$ 26,000	$ 3,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 93,000	**1.4**
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 4,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 94,000	**1.0**
Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
Zebra with median refuge											
Zebra with kerb extensions and median refuge											

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Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
No facility ✱	**N/a**	**11 sec**	**0 sec**	**0.05 /year**	**81 m**	**73 m**	**127 m**
Platform	No						
Kerb extensions	No						
Median refuge	Yes	10 sec	0 sec	0.02 /year	74 m	73 m	127 m
Kerb extensions with median refuge	Yes	10 sec	0 sec	0.02 /year	70 m	73 m	127 m
Zebra only	No						
Zebra with platform	No						
Zebra with kerb extensions	No						
Zebra with platform and kerb extensions	No						
Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility ✱	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
Platform											
Kerb extensions											
Median refuge	B	C	C	$ 26,000	$ 3,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 93,000	**1.4**
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 4,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 94,000	**1.0**
Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
Zebra with median refuge											
Zebra with kerb extensions and median refuge											

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Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
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Platform											
Kerb extensions											
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Zebra only											
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No facility *	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
Platform											
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Kerb extensions with median refuge	B	C	C	$ 25,000	$ 4,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 94,000	**1.0**
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Platform											
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Zebra with platform											
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Zebra only	No										
Zebra with platform	No										
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No facility *	B	D	D	**$ 29,000**		**$ 0**		**$ 160,000**			
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Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: No (No / Yes)

Parking/shoulder:

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:		4.4 metres

No

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.2 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	712 veh/hr	918 veh/hr

Crash information

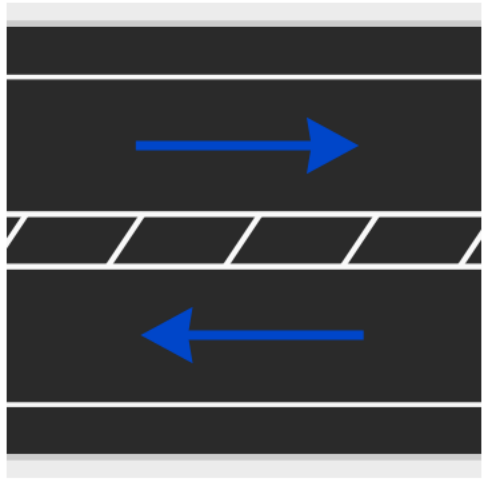
Use crash model or crash history? Model

Model parameters SHOW/HIDE

Existing facility

No facility

Layout diagram



Site characteristics

Exposed crossing distance:
4.5 + 2 + 4.4 = **10.9 metres**

Est. pedestrian crossing time (exposed):
9.7 seconds

Total peak hourly vehicle flow:
712 + 918 = **1,630 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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CALCULATE ASSESSMENT

Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
No facility *	**N/a**	**51 sec**	**0 sec**	**0.05 /year**	**197 m**	**73 m**	**127 m**
Platform	No						
Kerb extensions	No						
Median refuge	Yes	10 sec	0 sec	0.02 /year	74 m	73 m	127 m
Kerb extensions with median refuge	Yes	10 sec	0 sec	0.02 /year	70 m	73 m	127 m
Zebra only	No						
Zebra with platform	No						
Zebra with kerb extensions	No						
Zebra with platform and kerb extensions	No						
Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility *	E	F	F	**$ 129,000**		**$ 0**		**$ 160,000**			
Platform											
Kerb extensions											
Median refuge	B	C	C	$ 26,000	$ 103,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 192,000	**2.9**
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 104,000	$ 0	$ 0	$ 70,000	$ 90,000	$ 194,000	**2.0**
Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
Zebra with median refuge											

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Pedestrian visibility: 200 metres

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h				
Approach speed (85th percentile):	65 km/h				
Traffic volume (AADT):	17500 veh/day	Flow type:	Interrupted	Flow type:	Interrupted
Peak sensitive pedestrian volume:	12 ped/hr	Peak vehicle volume:	712 veh/hr	Peak vehicle volume:	918 veh/hr
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	157 ped/day				
Average vehicle occupancy:	1.2 pers/veh				

Crash information

Use crash model or crash history? Model

Model parameters SHOW/HIDE

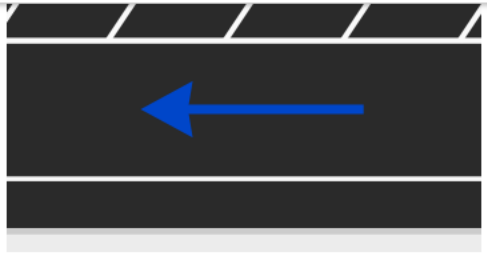
Existing facility

Median refuge

No facility
Platform
Kerb extensions
Median refuge
Kerb extensions with median refuge
Zebra only
Zebra with platform
Zebra with kerb extensions
Zebra with platform and kerb extensions
Zebra with median refuge
Zebra with kerb extensions and median refuge
Signals
Signals with kerb extensions
Grade separation

Median refuge

re to view the facility feasibility process (PDF)



Site characteristics

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4.5 + 2 + 4.4 = **10.9 metres**
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9.7 seconds
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Version: 2.0.1

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$2,000

$0

Automatically calculate when inputs are updated?

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? SELECT ALL/NONE/FEASIBLE
No facility	*N/a*	*No parameters*	$ 20000	$ 0	☑
Platform	No Posted speed > 50km/h Not appropriate without formal median refuge	Vehicle negotiation speed: 40 km/h	$	$	☑
Kerb extensions	No Not appropriate without formal median refuge	Total crossing distance: metres	$	$	☑
Median refuge *	Yes	Direction 1 crossing distance: 4.1 metres Median refuge width: 2.9 metres Direction 2 crossing distance: 4.0 metres	$	$ 3000	☑
Kerb extensions with median refuge	Yes	Direction 1 crossing distance: 3.8 metres Median refuge width: 2.8 metres Direction 2 crossing distance: 3.9 metres	$ 47000	$ 4000	☑
Zebra only	No Max. of approach/posted speed >= 65km/h Not appropriate without formal median refuge	*No parameters*	$	$	☑
Zebra with platform	No Zebra not suitable Platform not suitable	*Applies vehicle negotiation speed from **Platform** above*	$	$	☑
Zebra with kerb extensions	No Zebra not suitable Kerb extensions not suitable	*Applies total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with platform and kerb extensions	No Zebra not suitable Platform not suitable Kerb extensions not suitable	*Applies vehicle negotiation speed from **Platform** and total crossing distance from **Kerb extensions** above*	$	$	☑
Zebra with median refuge	No Zebra not suitable	*Applies distances and refuge width from **Median refuge** above*	$	$	☑
Zebra with kerb extensions and median refuge	No Zebra not suitable	*Applies distances and refuge width from **Kerb extensions with median refuge** above*	$	$	☑

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Facility assessment

	Suitable for site?	Pedestrian delay	Vehicle delay	Predicted crash rate	CSD	ASD	SISD
Median refuge ✱	**Yes**	**10 sec**	**0 sec**	**0.02 /year**	**74 m**	**73 m**	**127 m**
No facility	*N/a*	51 sec	0 sec	0.05 /year	197 m	73 m	127 m
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Zebra with median refuge	No						
Zebra with kerb extensions and median refuge	No						

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
Median refuge ✱	B	C	C	**$ 26,000**		**$ 0**		**$ 70,000**			
No facility	E	F	F	$ 129,000	- $ 103,000	$ 0	$ 0	$ 160,000	- $ 90,000	- $ 192,000	-15.7
Platform											
Kerb extensions											
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 1,000	$ 0	$ 0	$ 70,000	$ 0	$ 1,000	**0.4**
Zebra only											
Zebra with platform											
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Zebra with median refuge											
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Median refuge ✱	B	C	C	**$ 26,000**		**$ 0**		**$ 70,000**			
No facility	E	F	F	$ 129,000	- $ 103,000	$ 0	$ 0	$ 160,000	- $ 90,000	- $ 192,000	-15.7
Platform											
Kerb extensions											
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Zebra only											
Zebra with platform											
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Zebra with median refuge											
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Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Save/load

Load file: Choose File | No file chosen | LOAD

Webinar worked example_1_29-05-2018 .csv | SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

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Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

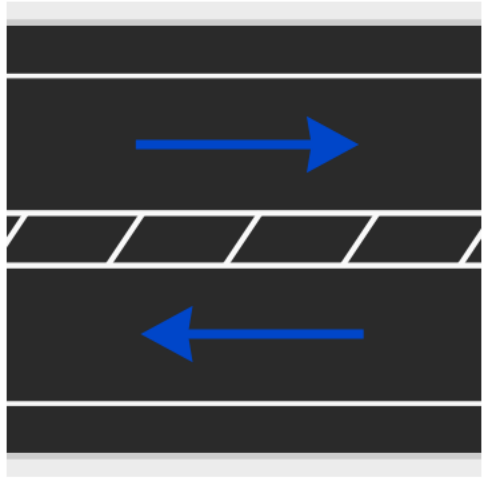
Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

Average vehicle occupancy: 1.2 pers/veh

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	712 veh/hr	918 veh/hr

Layout diagram



Site characteristics

Exposed crossing distance:

4.5 + 2 + 4.4 = **10.9 metres**

Est. pedestrian crossing time (exposed):

9.7 seconds

Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

- View help tips by hovering over the help icon (?)
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- Request help or report a problem
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Project details

Project name:	Webinar worked example
Project location:	Fourth Avenue, South East of Second Street
Option/assessment number:	1
Date of assessment:	29-05-2018

Save/load

Load file: Choose File | No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

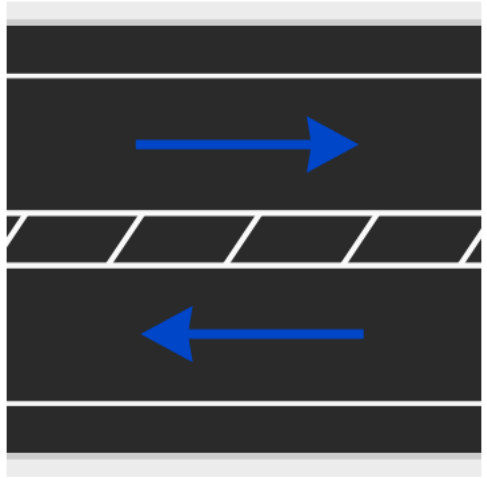
Physical/environmental variables

		Direction 1		Direction 2	
Number of traffic directions:	Two				
Centre treatment:	Painted median	Flow:	Left to Right	Flow:	Right to Left
Median width:	2 metres	Traffic lanes:	1	Traffic lanes:	1
Median acts as refuge:	No	Crossing distance:	4.5 metres	Crossing distance:	4.4 metres
Parking/shoulder:	Yes				
Pedestrian visibility:	200 metres				

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	60 km/h				
Approach speed (85th percentile):	65 km/h	Flow type:	Interrupted	Flow type:	Interrupted
Traffic volume (AADT):	17500 veh/day	Peak vehicle volume:	712 veh/hr	Peak vehicle volume:	918 veh/hr
Peak sensitive pedestrian volume:	12 ped/hr				
Peak non-sensitive pedestrian volume:	20 ped/hr				
Estimated daily pedestrian volume:	157 ped/day				
Average vehicle occupancy:	1.2 pers/veh				

Layout diagram



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Est. pedestrian crossing time (exposed):

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Pedestrian Facility Selecti | Australasian Pedestrian C

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Save/load

Load file: Choose File | No file chosen — LOAD

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Clear inputs: RESET ALL

File saved

Webinar worked example_1_29-05-2018.csv has been saved to your default download directory.

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

Peak sensitive pedestrian volume: 12 ped/hr

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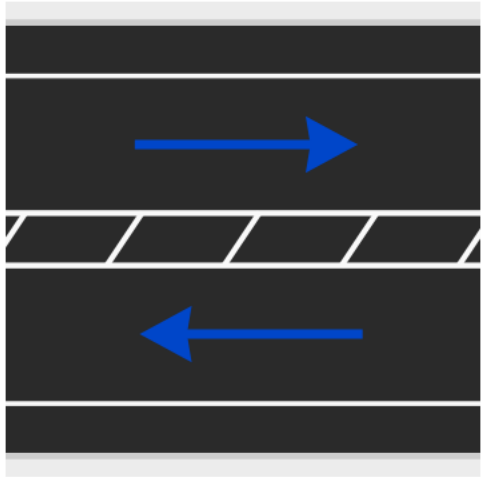
Estimated daily pedestrian volume: 157 ped/day

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	712 veh/hr	918 veh/hr

Layout diagram



Site characteristics

Exposed crossing distance:

183

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Save/load

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Clear inputs: RESET ALL

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Wombat crossings

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

Traffic volume (AADT): 17500 veh/day

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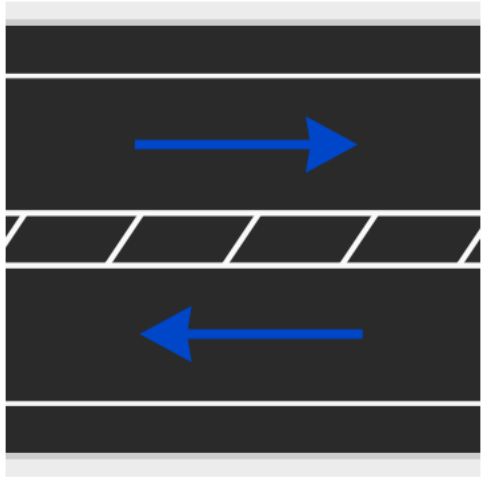
Peak non-sensitive pedestrian volume: 20 ped/hr

Estimated daily pedestrian volume: 157 ped/day

	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	712 veh/hr	918 veh/hr

Layout diagram



Site characteristics

Exposed crossing distance:

184

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_17-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1

Flow: Left to Right

Traffic lanes: 1

Crossing distance: metres

Direction 2

Flow: Right to Left

Traffic lanes: 1

Crossing distance: metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

Direction 1

Flow type: Interrupted

Peak vehicle volume: veh/hr

Direction 2

Flow type: Interrupted

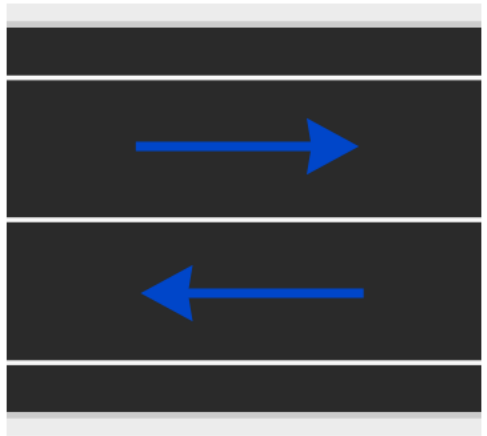
Peak vehicle volume: veh/hr

Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_17-05-2018 .csv — SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	metres	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

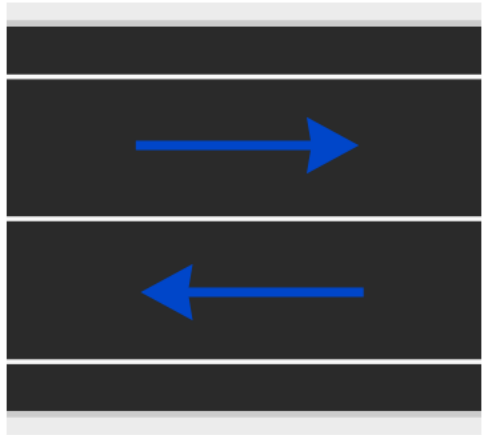
	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	veh/hr	veh/hr

Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:

0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):

seconds

Total peak hourly vehicle flow:

0 + 0 = **0 veh/hr**

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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- Site information collection form (PDF)
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Project details

Project name:

Project location:

Option/assessment nu

Date of assessment:

Site information

Jurisdiction:

Midblock or intersectio

Physical/environment

Number of traffic dire

Centre treatment:

Parking/shoulder:

Pedestrian visibility:

Operational variables

		Direction 1		Direction 2	
Posted speed limit:	Please select...				
Approach speed (85th percentile):	Please select...	Flow type:	Interrupted	Flow type:	Interrupted
Traffic volume (AADT):	veh/day	Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr
Peak sensitive pedestrian volume:	ped/hr				
Peak non-sensitive pedestrian volume:	ped/hr				
Estimated daily pedestrian volume:	ped/day				
Average vehicle occupancy:	1.3 pers/veh				

Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Save/load

Load file: Choose File No file chosen — LOAD

Save to file: Ped Crossing Facility Tool_17-05-2018 .csv — SAVE

Clear inputs: RESET ALL

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Name	Date modified	Type	Size
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File name:

Microsoft Excel Comma Separa

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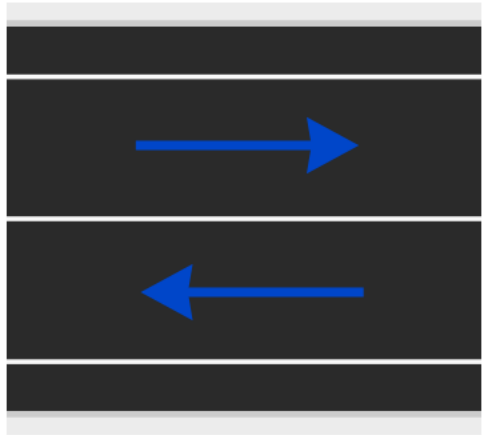
Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**
Est. pedestrian crossing time (exposed):
seconds
Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

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Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Save/load

Load file: Choose File | Webinar wor...05-2018.csv | LOAD

Save to file: Ped Crossing Facility Tool_17-05-2018 .csv | SAVE

Clear inputs: RESET ALL

Site information

Jurisdiction: Please select...

Midblock or intersection? Midblock

Physical/environmental variables

Number of traffic directions: Two

Centre treatment: No treatment

Parking/shoulder: Yes

Pedestrian visibility: metres

Direction 1		Direction 2	
Flow:	Left to Right	Flow:	Right to Left
Traffic lanes:	1	Traffic lanes:	1
Crossing distance:	metres	Crossing distance:	metres

Operational variables

Posted speed limit: Please select...

Approach speed (85th percentile): Please select...

Traffic volume (AADT): veh/day

Peak sensitive pedestrian volume: ped/hr

Peak non-sensitive pedestrian volume: ped/hr

Estimated daily pedestrian volume: ped/day

Average vehicle occupancy: 1.3 pers/veh

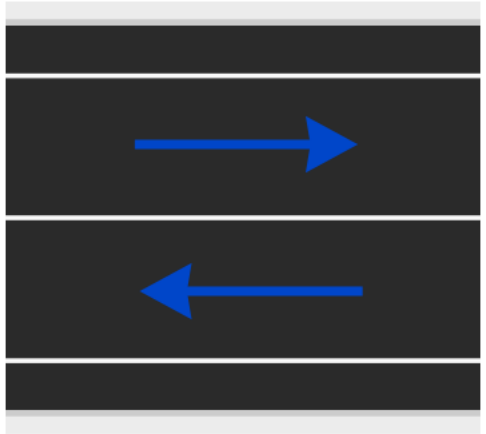
Direction 1		Direction 2	
Flow type:	Interrupted	Flow type:	Interrupted
Peak vehicle volume:	veh/hr	Peak vehicle volume:	veh/hr

Crash information

Use crash model or crash history? History

Model parameters SHOW/HIDE

Layout diagram



Site characteristics

Exposed crossing distance:
0 + 0 = **0 metres**

Est. pedestrian crossing time (exposed):
seconds

Total peak hourly vehicle flow:
0 + 0 = **0 veh/hr**

188

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Australasian Pedestrian Crossing Facility Selection Tool [V2.0.1]

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Austroads

Project details

Project name: Webinar worked example

Project location: Fourth Avenue, South East of Second Street

Option/assessment number: 1

Date of assessment: 29-05-2018

Site information

Jurisdiction: Victoria

Midblock or intersection? Midblock

Save/load

Load file: Choose File | No file chosen — LOAD

Save to file: Webinar worked example_1_29-05-2018 .csv — SAVE

Clear inputs: RESET ALL

File loaded

Webinar worked example_1_29-05-2018.csv was loaded successfully.

Wombat crossings

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Physical/environmental variables

Number of traffic directions: Two

Centre treatment: Painted median

Median width: 2 metres

Median acts as refuge: No

Parking/shoulder: Yes

Pedestrian visibility: 200 metres

	Direction 1	Direction 2
Flow:	Left to Right	Right to Left
Traffic lanes:	1	1
Crossing distance:	4.5 metres	4.4 metres

Operational variables

Posted speed limit: 60 km/h

Approach speed (85th percentile): 65 km/h

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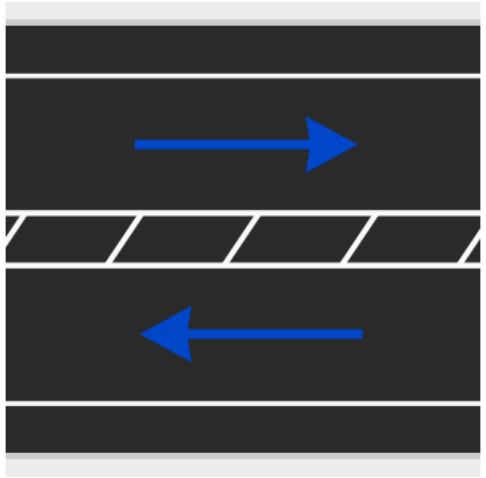
	Direction 1	Direction 2
Flow type:	Interrupted	Interrupted
Peak vehicle volume:	712 veh/hr	918 veh/hr

Layout diagram



Site characteristics

Exposed crossing distance:

189

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Zebra with median refuge	No										
Zebra with kerb extensions and median refuge	No										

	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay cost	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
Median refuge *	B	C	C	**$ 26,000**		**$ 0**		**$ 70,000**			
No facility	E	F	F	$ 129,000	- $ 103,000	$ 0	$ 0	$ 160,000	- $ 90,000	- $ 192,000	-15.7
Platform											
Kerb extensions											
Kerb extensions with median refuge	B	C	C	$ 25,000	$ 1,000	$ 0	$ 0	$ 70,000	$ 0	$ 1,000	0.4
Zebra only											
Zebra with platform											
Zebra with kerb extensions											
Zebra with platform and kerb extensions											
Zebra with median refuge											
Zebra with kerb extensions and median refuge											

Notes

Return to top of the page

Disclaimer

The Australasian Pedestrian Crossing Facility Selection Web Tool ("the tool") is freely provided by Austroads and is intended to help practitioners select an appropriate pedestrian crossing facility for a particular location. The tool is based on literature, and analytical and behavioural research coupled with a number of mathematical models. Its development is detailed in the Austroads report Development of the Pedestrian Facility Selection Tool (PDF).As with all mathematical models care must be taken to understand input limitations and background assumptions when interpreting the outputs. The tool does not replace professional engineering or planning advice and Austroads does not accept any responsibility regarding the tool. While we have endeavoured to ensure the information output by the tool is appropriate, we make no representations or warranties of any kind about the completeness, accuracy, reliability, suitability or availability with respect to the outputs. Any reliance you place on such information is strictly at your own risk and it is your responsibility to check all information output by the tool.

Version: 2.0.1

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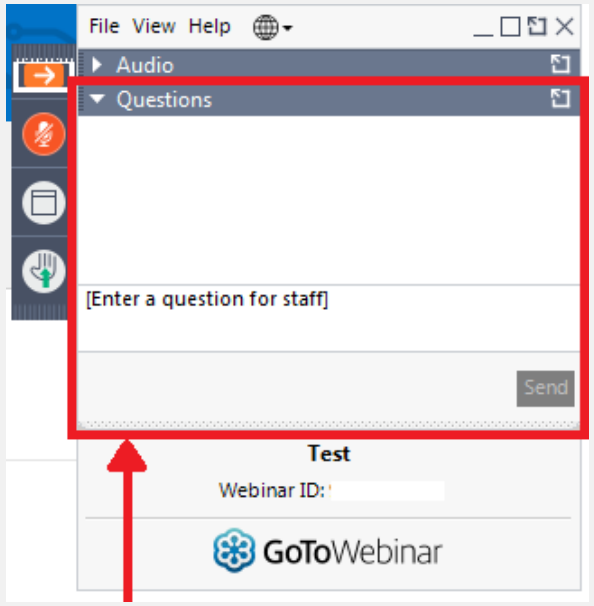

Please type your questions here

Let us know the slide number your question relates to

Questions?

Dr Stacy Rendall

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Abley

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E: stacy.rendall@abley.com

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Upcoming Austroads webinars

Topic	Date
Guidelines and Specifications for Microsurfacing	14 June
Guideline for Continual Improvement Processes for Asset Management	28 June

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